THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

lished by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y) 354-360 Fourth Ave., New York

ol. LXXX, No. 2 New York, January 12, 1924 Whole Number 1760

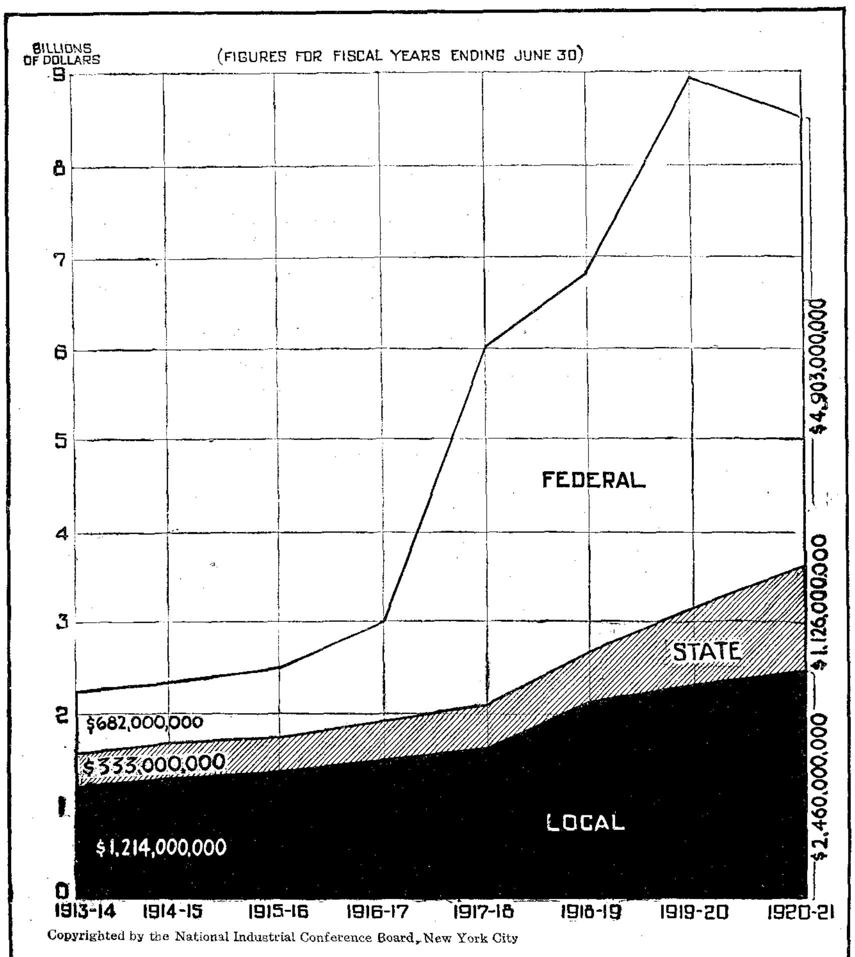
TOPICS - OF - THE - DAY

(This title registered in U. S. Patent Office)

VHAT WILL THE DEMOCRATS DO TO THE MELLON PLAN?

OWING TO THE INDEPENDENT ATTITUDE of a group of insurgents within the party, the Republicans in Congress lack a working majority. Consequently, the leading Democratic paper of the nation points out, "there n be no tax-reduction ,ssed by this Con- ess unless the Demo- ats vote for it." Seldom, if ever," con- ıues the New York *orld*, in an editorial drest to "The Re- onsible Minority," ıas a measure like e Mellon Tax-Reduc- n Bill been thrown to such a scramble a nominal majority ich lacks the strength protect it from be- g rent by Presiden- l politics. Yet this the situation in e present Congress." ıother Democratic urnal, the Buffalo *urier*, agrees that ince legislation to ake the Mellon pro- am effective can not enacted by the Re- blicans in either the ouse or the Senate, cause of insurgency the Republican nks, it is necessary, a tax-reduction mea- re is to be passed, at Democratic votes r it shall be forth- ming." And a lead- g Republican member of the House is quoted as saying: There must be Democratic support when the bill reaches the or in order to withstand the proposals for higher surtaxes and e restoration of excess profits taxes. If the Democrats are ited on placing these changes in the bill, and it goes to the esident in that form, it seems that he will have to veto it."

Secretary Mellon has announced his conviction that with his x proposals enacted into law "this country will enjoy prosperity 1924." And a poll by the Democratic New York *Times* "bankers, railroad presidents, lawyers, real-estate operators d leaders in many industries" found them unanimous in the belief that "the new tax plan would release vast sums now tied up in tax-exempt securities for the promotion of new enterprises; that an equitable distribution of the tax burden would result; that living costs would be lowered; that a dollar would be really worth a dollar; and that the door would be opened to a new era of prosperity."



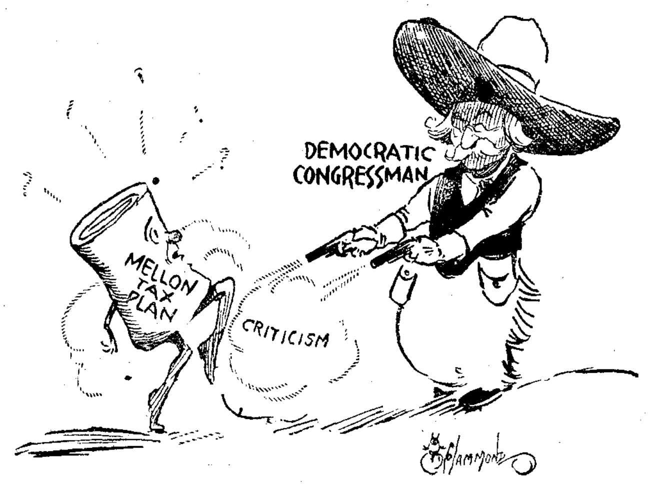
Copyrighted by the National Industrial Conference Board, New York City

GROWTH OF TAXATION FROM 1912 TO 1921

Federal, State and local. In 1922 the Federal taxes decreased further, while the State and local taxes increased.

The possibility that the Mellon plan will produce such results makes its fate a matter of the utmost importance; and because its fate admittedly rests with the Democrats in Congress, their attitude and intentions become matters of intense public interest. For light on this matter we have the recent statements of Democratic leaders and of the party's journalistic spokesmen.

During the closing days of December several Washington correspondents reported that about a dozen Democratic Senators had avowed themselves supporters of the Mellon plan "in principle." Just what this means will be made clear when the voting begins. In the meantime, let us listen to other witnesses. A Washington dispatch to the Republican New York *Tribune* states that "with the secret hope of defeating the whole Mellon tax plan by moves which will reflect discredit on the Republican Administration and thus make possible the election of a Democratic President this fall, the Democratic leaders have evolved two major lines of attack." The first, we are told, is to show that Secretary Mellon's own income tax will be reduced by three-quarters of a million dollars under his plan, and thus to make it appear a move in the interests of the Administration's "millionaire friends." The second is "to vote amendments to the program of such a character as to force President Coolidge to veto it."



TEASING A TENDERFOOT

—Hammond in the Wichita *Eagle*.

Turning to Democratic sources of information, we read in the Washington correspondence of the Birmingham *Age-Herald* that "the Democrats have decided to take the burden of responsibility for a tax measure upon their shoulders." A New York *World* dispatch reports division in the Democratic ranks over the question of a tax-reduction policy, and goes on to say: "A serious rent in the party is threatened, one faction demanding a constructive plan to meet the situation brought about by the announcement of the Mellon program and the other insisting on crying 'a rich man's scheme.'" But the Brooklyn *Eagle's* correspondent tells us that "the plan of opposition to the tax-reduction measure has become much clearer since Christmas"; and he goes on to say: "The Democrats see their great opportunity in picturing President Coolidge and his Administration as friends of multi-millionaires, while the Democratic party, in marked contrast, will be put forward as the friend of the great mass of American consumers." In the New York *Times* another Washington correspondent states that "Democratic members of Congress are considering tax-reduction plans which will lessen the burden on the small taxpayer more than was suggested in the Mellon proposals."

More authoritative than the reports of the correspondents are the actual statements of the Democratic leaders. Representative William A. Oldfield, of Arkansas, Democratic whip, tells the New York *World* that the Democrats will propose the following provisions as substitutes for parts of the Mellon plan:

"1. A tax on stock dividends which will bring in from $50,000,000 to $100,000,000 annually.

"2. A reasonable and just excess profits tax to bring in about $200,000,000.

"3. An increase in the tax on estates or inheritances which should yield at least $100,000,000."

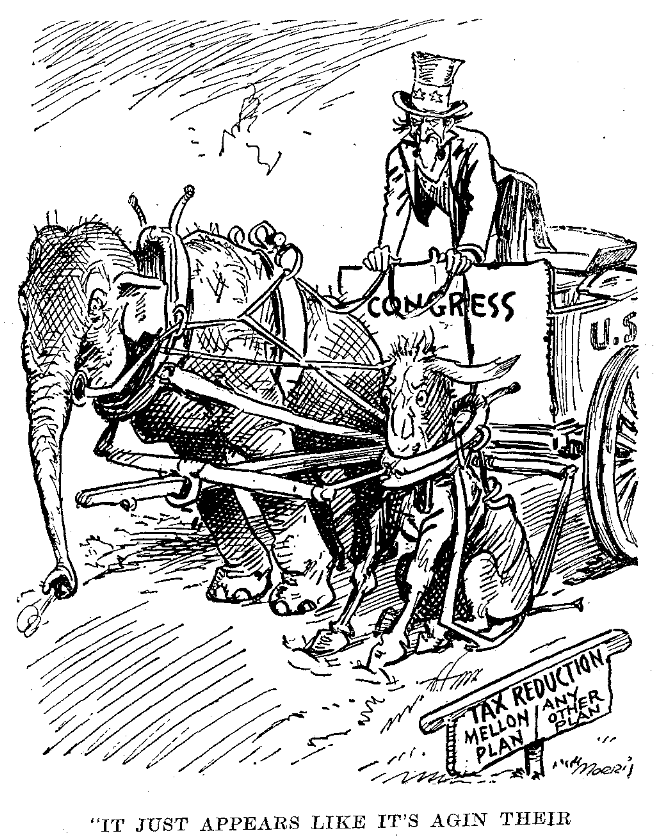
After a conference with other Democratic leaders, Representative John N. Garner of Texas, ranking Democratic member of the Ways and Means Committee, launched an attack on the Mellon plan, charging "a huge organized conspiracy on the part of predatory interests" to stampede Congress by a nation-wide campaign of propaganda. According to another Democratic member of the Committee, Representative John W. Rainey of Illinois, "there's nothing the matter with the Republican bill except that it's drawn in the interest of the very rich." Mr. Rainey advocates a maximum surtax rate of 65 per cent. on net incomes exceeding $150,000.

The Democrats are going to vote to reduce taxes, says Senator Furnifold M. Simmons (Dem.) of North Carolina, ranking Democrat on the Finance Committee, but they are not going to reduce them "in the way that Mr. Mellon and the millionaires and profiteers wish." "If a study of Secretary Mellon's taxation plan convinces me it will do all that is claimed for it, I sha support it whole-heartedly," declares Senator Edward I. E wards (Dem.) of New Jersey. "Otherwise," he says, "I sha support some other plan. I am unreservedly in favor of any pla that will lower taxes all along the line."

The chairman of the Democratic National Committee occupi such an important place in the party organization that his att tude toward the Mellon tax plan is extremely important, esp cially when it is remembered that he, Congressman Cordell Hu of Tennessee, drafted the existing income-tax law. In respons to a telegraphic inquiry from THE LITERARY DIGEST, Mr. Hu thus outlines his conception of the present duty of Democra in Congress:

"Democrats should during this session offer greater relief to a individual income-tax payers, save as to the medium and larg incomes from property, than Mellon proposes, and should durin the coming months ascertain and adopt just and scientific rat for these in the light and under the test of the reductions give them by the last Congress. Any general tax relief proposal tha omits the tariff, which is the keystone of the tax arch, is esse tially dishonest and intended to deceive. Coolidge-Mello spokesmen say, 'Don't soak the rich.' Democrats say, 'Don soak either the rich or the poor,' and that therefore it is wors than bad faith to talk loudly about income-tax relief for a con paratively few while a more highly graduated surtax through th tariff is left upon the great middle and poorer classes untouche The American people during the past twelve months, for instanc have paid in extortionate monopolistic prices for sugar, sheltere and made possible chiefly by the tariff, a greater amount than th entire relief offered by the very limited Mellon proposals."

Mr. McAdoo's oft-published views in favor of some ta reduction together with a bonus contrast strongly with those his leading avowed rival for the Democratic Presidential nom ination. Senator Oscar W. Underwood tells THE LITERAR DIGEST that he is "not in favor of passing the so-called bon bill." And he says of tax-reduction: "The plan proposed b Secretary Mellon is a very good suggestion as to how Congres should proceed in reducing taxation, and I intend to vote for tha plan unless a better one is proposed." Senator Ralston



"IT JUST APPEARS LIKE IT'S AGIN THEIR NATURES EVER TO PULL TOGETHER."

—Morris for the George Matthew Adams Service.

ndiana, frequently mentioned as a "dark horse" in the Demoratic race, makes the cautious statement that "there is only one ourse open to any member of Congress who respects his oath of ffice, and that is to examine carefully all plans of tax-reduction hat may be offered, and support that which he believes to be est for the welfare of the country."

Senator Joe T. Robinson of Arkansas, Democratic floor leader, ells us that—

> "Democratic Senators unanimously favor substantial reducion in Federal taxes. They believe that the Mellon plan can be mproved without injustice to any class of taxpayers by making till greater reductions in the normal tax and by further changing he Mellon proposal as it relates to incomes between forty thouand dollars and two million dollars. The surtax rate should be educed below 40 per cent. on incomes above five hundred housand dollars. We favor the proposed distinction between arned and unearned incomes, but would place a limitation on the mount. Tax-reductions will prevail. The Mellon plan will be aterially modified. Democrats in the Senate recognize it as heir duty to support tax-reduction."

A similar position in favor of a Democratic policy of more eduction of taxes on low incomes and less reduction of taxes on igh ones, is taken by Senator Pat Harrison of Mississippi, who lso makes the assertion that all the good features of the Mellon lan were suggested by Democrats in the last Congress.

A generous share of applause from Democratic journals, articularly in the East and the South, greeted the first proposal f the Mellon tax-reduction plan and its later endorsement by resident Coolidge. Now, with the Mellon plan actually inorporated in a tax bill, and with Democratic leaders both in and ut of Congress finding weak spots in it and loudly calling atention to them, it is of more than passing interest to find out hether these papers have changed their position. Some of the ost important Democratic dailies in our larger cities stand flatly ith the Republican Treasury head and against their own spokesen in Congress. For instance, the New York *World* calls atention to the fact that the radical bloc in the Republican ranks ives the Democratic minority the power to pass or to defeat the ellon tax plan. "They alone can make laws of bills offered in oth Houses." *The World* "does not urge upon the minority at it swallow the Mellon bill whole," or that it neglect any oportunity to improve badly drawn or mischievous passages. But—

> "What it does urge, and what the American public demands, is at the substance of the bill be passed; that the testimony, in isputed points, of the Secretary of the Treasury be taken as e basis of action; and that captious changes in the text of the easure or mere political opposition to its sound features be ebuked."

The Mellon plan is not partizan, the New York *Times* insists, nd it has this word for partizan Democrats in Congress:

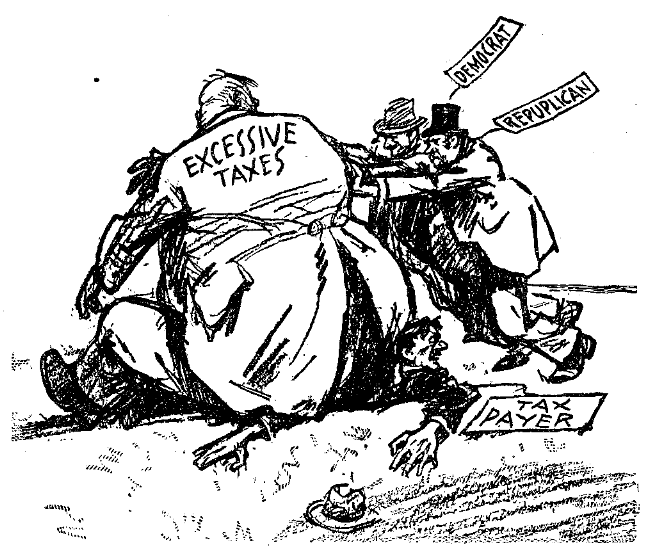
> "This cardinal business of tax relief will be settled or it will not e settled by this Congress. If, by Democratic folly, the settleent which the country, without distinction of party, insists pon is not made, the Democrats will have ordered in advance e election of Mr. Coolidge."

"Worthless," is the adjective used by the Hartford *Times* to escribe "these plans based upon the necessity of offering purely olitical opposition to the Republican majority." That is:

> "It is idle and futile and a waste of political prestige as well as f time and effort to attempt to discount the Mellon program holesale. The plan is fundamentally sane and in general pproved. The way to prove Democratic capacity to govern is o put Democratic strength behind such a proposal and thus emonstrate that the country owes something to the Democratic arty for the enactment of a sound program."

Similarly, the Providence *News* thinks "there ought to be ufficient Democrats in Congress to pass the Mellon bill, surely nough to prevent Senator Simmons of North Carolina from arrying out any agreement with the radical Republicans, whose nly view seems to be that wealth wherever found ought to be hammered out of recognition." And the Boston *Post* joins with the New York *World* and *Times* in condemning personal attacks made by Democrats upon Secretary Mellon.

But persistent Democratic friendliness for the Mellon proposals is not confined to New England and New York. The St. Louis *Post-Dispatch*, an independent paper which leans toward the Democratic side, protests that "there is nothing Democratic" in the declaration of Senator Simmons that "the Democrats stand for a soldiers' bonus and millionaires' tax legislation."



HIS ONE HOPE

—Kirby in the New York *World*.

In Alabama the Mobile *Register* says: "until certain Democrats in Congress make out a stronger case against their Republican colleagues they need expect little sympathy from the people, including a large majority of Democratic voters, in partizan attacks against the Administration's tax-reduction program." And a similar conviction that the mass of the people, irrespective of party, want tax-reduction along the Mellon lines, is voiced by such representative dailies of Democratic affiliations or preferences as the Baltimore *Sun*, Philadelphia *Record*, Cleveland *Plain Dealer*, Louisville *Courier-Journal*, Nashville *Banner*, Atlanta *Journal*, and Little Rock *Arkansas Gazette*.

On the other hand, a different Democratic view-point is represented by the Brooklyn *Citizen*, which thinks that the country generally will be delighted with the statement of Senator Simmons, and asserts that "in the whole history of the country there has never been an exhibition of such sordid stupidity as this propaganda against the bonus." It concludes:

> "It is certain that the country will not forget the men who vote against the bonus and in favor of the Mellon program. The Republican party will find, if it nominates Calvin Coolidge, that he will be one of the worst defeated men who ever ran for office in this country."

Finally, we note in the Omaha *World-Herald*, an independent newspaper with Democratic traditions, the argument that since excess profits taxes were eliminated and surtaxes cut down by the last Congress, it might be only fair to "give the most substantial relief this time to the great body of citizens, who are still paying practically full war-time rates, and let the very wealthy be content to accept this time a more moderate lightening of their burden." In this way "a large measure of relief could be accorded 95 per cent. or more of the taxpayers" and there would be left available a sum large enough to pay a bonus to the soldiers. The people, we are told, want a tax-reduction and have just as little "tolerance for the pleading of great special interests for special favors" as they have "for the demagogs of whatever party who threaten to block all action."

THOSE "NUISANCE TAXES"

EVERY TIME WE GO TO THE MOVIES a "war tax" sign confronts us at the box-office window. This is one of the "nuisance taxes" that Secretary Mellon would repeal. Another recommendation in the Mellon tax-reduction plan is that the "nuisance" taxes on telephones, telegrams, and leased wires be eliminated. The Secretary of the Treasury would also abolish "miscellaneous nuisance taxes." He would eliminate the tax on admissions because it is a war tax. This would save the people $30,000,000 a year. He would repeal the tax on telephones, telegrams, and leased wires, amounting to $70,000,000 yearly, because it is also a war tax paid by the great bulk of the people. Thus the Treasury would lose—and taxpayers would save—$100,000,000 a year. The miscellaneous nuisance taxes would be abolished because they yield comparatively little revenue and are difficult to collect.

The nuisance-tax phase of the Mellon proposal, remarks the New York *Evening World*, "has received only slight discussion, but it is a factor in the general popularity of the Mellon plan." "These taxes are more bother than they are worth," thinks the Syracuse *Post-Standard*, and the Indianapolis *News* is sure that "everybody would be helped by their removal." In the Syracuse paper's opinion:

> "Tax-reduction stands forth so important and so urgent that the Congress can not decline to give it immediate and continued consideration. The Secretary of the Treasury reports that the United States may cut its revenue $323,000,000. He offers a new tax bill which makes a cut in that amount. Congress must answer: Shall there be a reduction in taxes, which our financial officer says is now feasible? If so, shall it be in the manner which he has proposed? Surely there is no business before Congress of more immediate or greater importance than the right answer to these questions."

"Nuisance taxes were borne patiently during war times," observes the Philadelphia *Inquirer*, "but they should be repealed now that we are at peace with the world." This is also the view of the St. Paul *Pioneer Press* and the New York *Telegraph*. "The average man will be particularly glad to see the tax on theater tickets repealed," believes the Duluth *News-Tribune*. By levying a 10 per cent. tax on gross receipts from baseball games and other sports, movies, circuses, prize-fights, musical and dramatic performances, theaters, lectures and other forms of entertainment, the Government, notes the Spokane *Spokesman-Review*, "is deriving a revenue of $6,000,000 a month, and the amount is rising. Last year, for instance, the American people spent $715,170,000 for entertainment."

In view of a Treasury surplus of some $323,000,000, Secretary Mellon makes these recommendations:

> "*Repeal the tax on telegrams, telephones, and leased wires.*—This is the last of the transportation taxes established during the war, is a source of inconvenience to every person using the telephone or telegraph, and should now be eliminated from the tax system. This would mean a loss in revenue of about $30,000,000 a year.
>
> "*Repeal the tax on admissions.*—The greater part of this revenue is derived from the admissions charged by neighborhood moving-picture theaters. The tax is, therefore, paid by the great bulk of the people whose main source of recreation is attending the movies in the neighborhood of their homes. This would mean a loss in revenue of about $70,000,000.
>
> "*Miscellaneous nuisance taxes.*—Your committee may wish to consider the elimination of various small miscellaneous taxes which have an inconsiderable bearing on the general revenue of the Government, but which are a source of inconvenience to taxpayers, and difficult to collect; and, possibly, there are some articles of jewelry which, according to our standard of living, can not properly be denominated luxuries, such as, for instance, ordinary table silver or watches, which you may wish to exempt from the general tax on jewelry. There is not enough margin of revenue available to permit the repeal of the special taxes which are proving productive, but the law could be revised to good advantage and some of the nuisance taxes repealed without material loss of revenue."

"This would lift another burden from the public, since nuisance taxes are passed on to the people," declares the Mobile *Register*. "Moreover, the taxes have been a source of trouble and annoyance to the concerns having to collect them and turn them over to the Government, while it is no doubt true, as theater-managers claim, that the taxes have hurt their business by reducing the number of persons attending the theaters." As the Troy *Times* points out:

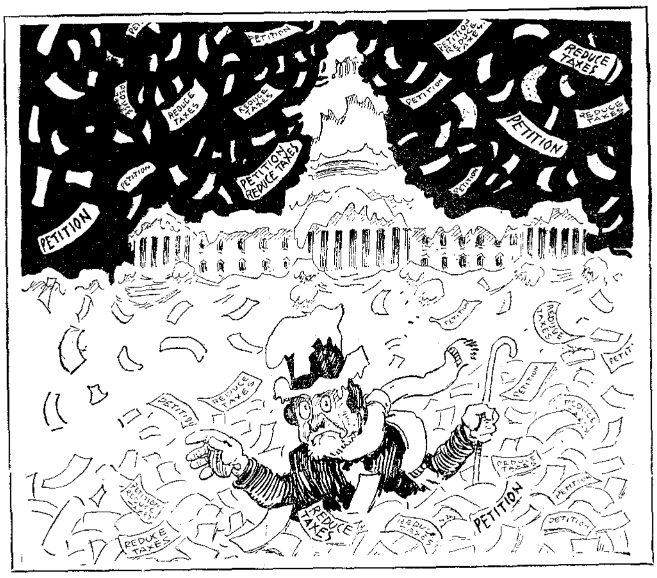
> "The government tax on every telephone and telegraph message costing more than fourteen cents would be abolished under the Mellon plan. On each telephone, telegraph and radio message costing from fifteen to fifty cents, a five-cent tax is collected. On each message above fifty cents there is a tax of ten cents. More than 22,000,000 telephone instruments are in use in this country, 14,000,000 of which are controlled by one company. If these taxes should be abolished, it would mean a saving to the people of $30,000,000 a year.
>
> "It is little wonder that Secretary Mellon's plan is received with enthusiasm all over the country."

If carried into effect, the proposed elimination of nuisance taxes will be the second reduction in Federal taxes during the present Administration, we are reminded by John T. Adams, chairman of the Republican National Committee. Continues Mr. Adams in a Washington dispatch to the New York *Herald*:

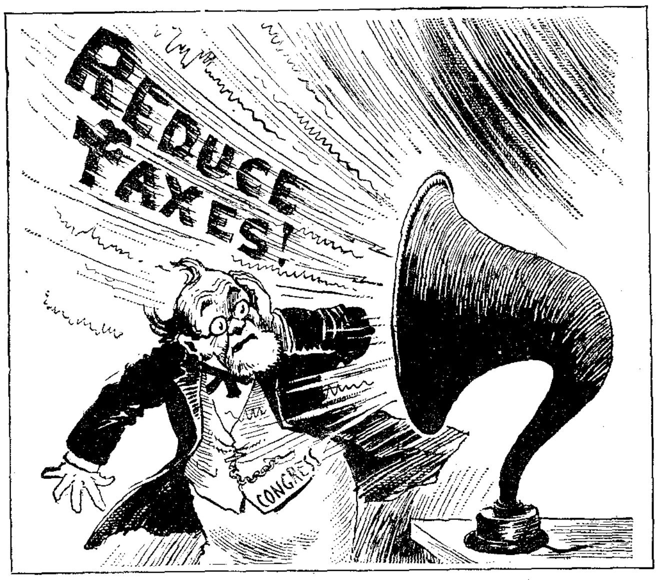
> "Secretary Mellon's second proposed slashing of Federal taxes would mean a further reduction to consumers of the country of $100,000,000 a year.
>
> "Secretary Mellon's plan is not sectional. It does not penalize one class of citizens at the expense of another. It is equitable in that it lifts the greatest load from those least able to pay. It is without partizanship. It is justified by every business practise and by the principles of sound political economy."

"Unhonored and unsung is the name of the man who originated the term 'nuisance tax,'" observes the Providence *Journal* in a long editorial on the subject. We read on:

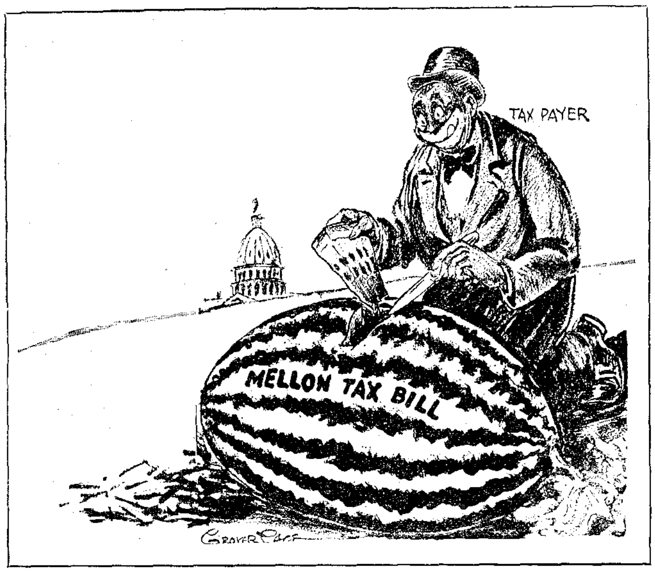
> "In applying the science of taxation, with the lawmakers influenced by political considerations, effort is apt to be expended on making taxes as little troublesome to most of us as is practicable. The British Parliament, tho, rather leans to the contrary practise. Congress has usually exercised ingenuity in devising methods of concealing the truth. Before the income-tax amendment was adopted, all Federal taxation was 'indirect.'
>
> "While there is a twilight zone between what are and what are not nuisance taxes, the designation has acquired sufficient definiteness to distinguish it among tax classifications. As Secretary Mellon has explained it, they comprise 'various small miscellaneous taxes which have an inconsiderable bearing on the general revenue of the Government, but which are a source of inconvenience to taxpayers, and difficult to collect.' It would be very difficult, of course, to collect the daily millions of trifling taxes on admission tickets to the picture-shows, if the box-office did not serve without remuneration as the Government's collection agent.
>
> "In the War Revenue Act these taxes were covered under such headings as 'special' or 'excise,' and in the Congressional debates the term 'luxury' taxes came into use, associated with some of them—for example the tax on 'women's or misses' silk stockings or hose, on the amount in excess of two dollars a pair.'
>
> "It is proper, of course, to include in the nuisance classification a variety of Federal taxes which are not a direct source of inconvenience to taxpayers, nor difficult to collect. The tax on jewelry is an outstanding example, one of the war levies for which justification was claimed on the ground that jewelry is a luxury. Some is, but New England's jewelry industry would have to be radically reorganized if it were limited to the manufacture of true luxuries. The typical Yankee clock or a wedding-ring is manifestly not in that category. A watch costing a thousand dollars may be, but the watches ordinarily sold are articles of every-day necessity.
>
> "All articles 'commonly or commercially known as jewelry, whether real or imitation,' are taxed, the nuisance character being relieved only by the consideration that the tax is 'absorbed'—and added to the price—before reaching the ultimate consumer.
>
> "Peace-time revenue legislation, which will be a long step in our return to normalcy, should omit taxes that have no better sanction that a false and foolish distinction between luxury and necessity. They are all of the nuisance type."


PETITION
REDUCE TAXES
PETITION
REDUCE TAXES

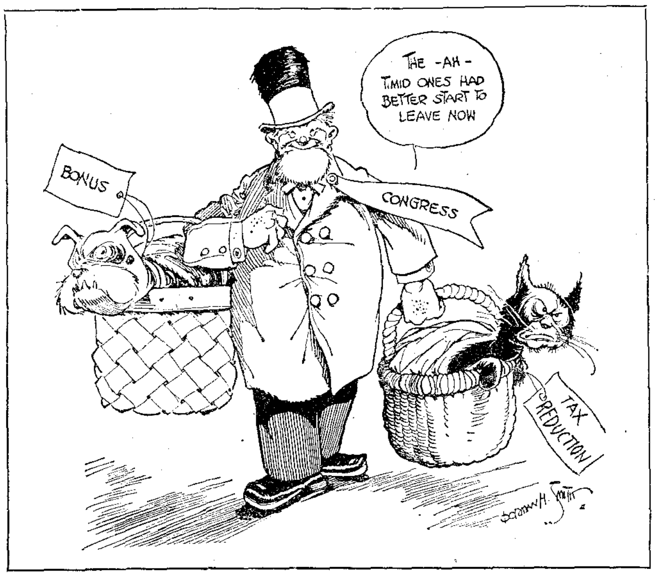
IT'S SNOWING IN WASHINGTON, D. C.
—Morris for the George Matthew Adams Service.


REDUCE TAXES!
CONGRESS

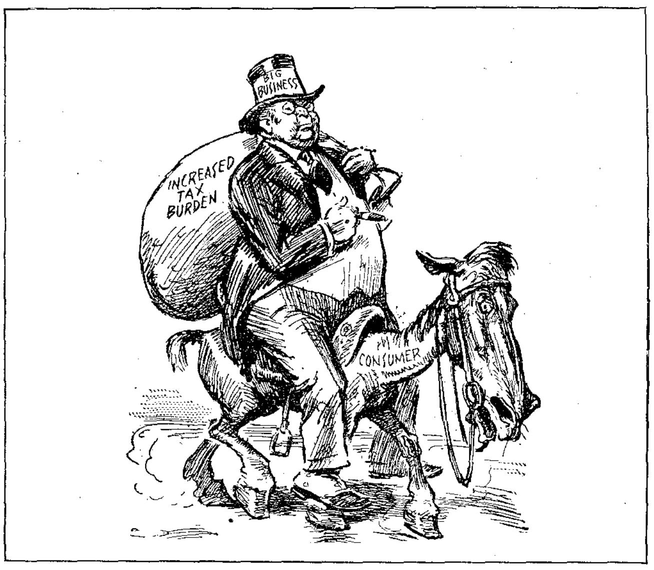
THE LOUD SPEAKER
—Seibel in the Albany *Knickerbocker Press.*


TAX PAYER
MELLON TAX BILL
GROVER PAGE

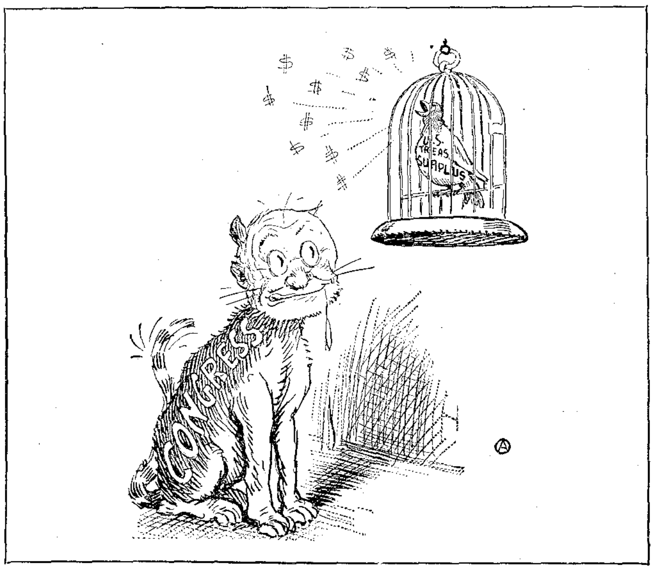
THE PROOF OF THE MELLON
—Page in the Louisville *Courier-Journal.*


THE -AH- TIMID ONES HAD BETTER START TO LEAVE NOW
BONUS
CONGRESS
TAX REDUCTION

THE FUN IS ABOUT TO BEGIN
—Smith for the N. E. A. Service.

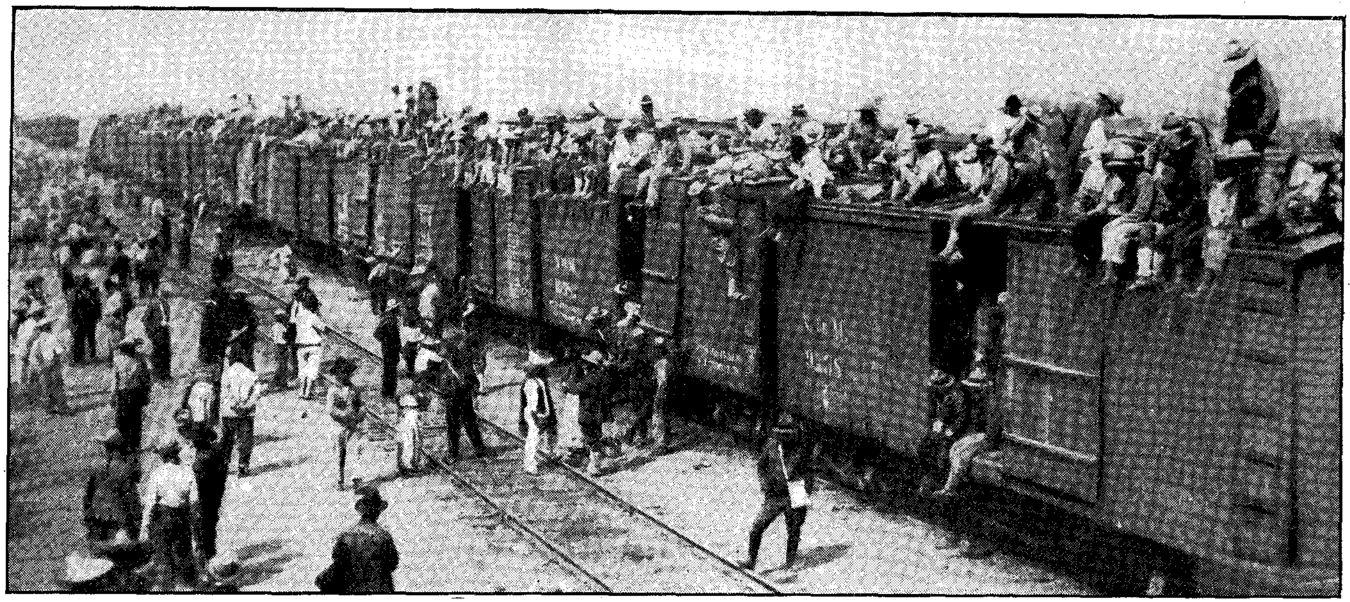

BIG BUSINESS
INCREASED TAX BURDEN
CONSUMER

THE RADICALS' IDEA OF RELIEF FOR THE HORSE
—Alley in the Memphis *Commercial Appeal.*


U.S. TREAS. SURPLUS
CONGRESS

THE CAT AND THE CANARY
—Morris for the George Matthew Adams Service.

TENSE MOMENTS IN THE MELLON MOVIE



Copyrighted by United Newspictures

THE MEN TO WHOM WE ARE SELLING ARMS

Mexican government troops are shown arriving at the battle-front, where a few days later they defeated the De la Huerta rebel forces.

SAYING IT TO MEXICO WITH RIFLES

A DANGEROUS PRECEDENT is created, and the United States becomes involved in the domestic politics of Mexico, thinks the independent Democratic Philadelphia *Record*, by the decision of our Government to sell a limited quantity of small arms and ammunition to the Obregon Government of Mexico. "In doing this, our Government passes judgment on the De la Huerta insurrection," thinks *The Record*, "concludes that it is not justified, and consents to aid in its suppression. This will plague succeeding Administrations in years to come." The independent Republican Jersey City *Journal* also points out another danger in the action of Secretary of State Hughes. According to this New Jersey paper, "America may be called upon to take sides in every Mexican revolt—and there may be many of them. And to have the United States called upon every time a few generals decide that the Government is not to their liking may lead to very embarrassing situations."

In announcing the decision, after consultation with President Coolidge and Secretary of War Weeks, Mr. Hughes said to the Washington correspondent of the New York *Times:*

> "The Mexican Government has presented a request to this Government to sell it a limited quantity of war material. This Government has exprest its willingness to make the sale, in view of the relations between this Government and the Mexican Government, which was formally recognized last September, and of the importance of the maintenance of stability and orderly constitutional procedure in the neighboring republic."

A more detailed explanation was obtained by this correspondent from "an informed quarter" in the Coolidge Administration two days later, which reads in part:

> "The action of this Government in furnishing the Mexican Government with war material is in no sense a reversal of the policy regarding the sale of arms as announced by President Harding, in his letter to the Secretary of War, dated April 23, last. On the contrary, it is in support of that policy. The policy as exprest by Mr. Harding is that our surplus war equipment should not be employed in encouraging warfare by fostering militarism and developing armaments. This material is being made available to the Mexican Government in conditions of actual rebellion for the purpose of discouraging warfare and supporting established law and order."

As David Lawrence further explains in the Washington *Star:*

> "The decision of the Government to sell munitions to the Obregon Government in Mexico means more than the mere help of war materials. It carries an expression of moral support which may have far-reaching consequences in Central and South America.
>
> "In reality the decision to sell arms to Obregon is a timely effort to bolster up the Obregon Administration and keep Mexico from going back into the chaos of previous years."

So much for the dispatches of Washington political correspondents, who are well informed of the day-to-day happenings at the Capital.

Editorially, remarks a Pittsburgh paper, "there is much to be said for and against the action of Secretary Hughes." In the opinion of the Philadelphia *Record:*

> "The Government's consent to sell to Obregon for the purpose of maintaining 'stability and orderly constitutional procedure' makes us a party to the civil war in Mexico, and it violates the unbroken American tradition of sympathy with revolutionists.
>
> "There are few, if any, precedents for the sale of arms by a Government. Some minor sales of government munitions are believed to have been made when there were no hostilities, and no threat of any. But controversies over the sale of munitions have generally related to the private traffic in arms, sales by private manufacturers, and these are not a violation of neutrality under international law."

The independent New York *Evening Mail* propounds still another question:

> "What if the De la Huerta faction should succeed? They also have profest friendship for this country and willingness to carry out the agreements made with us by Obregon. Would that friendship continue after we had sold guns to annihilate them?
>
> "Obregon might have purchased arms in this country in a way that would not have compromised our Government. He could have bought them from private firms, if private firms have as much faith in the caliber of his régime as Mr. Hughes has. If they have not, would it not be better to let Mexico settle her own affairs?"

The whole situation, boiled down by the Boston *Globe*, amounts to this: "President Obregon is struggling to elect his man as his successor. A very considerable portion of the Mexican people would prefer somebody else. Hence the revolt." Nevertheless, thinks the independent Republican Buffalo *Express:*

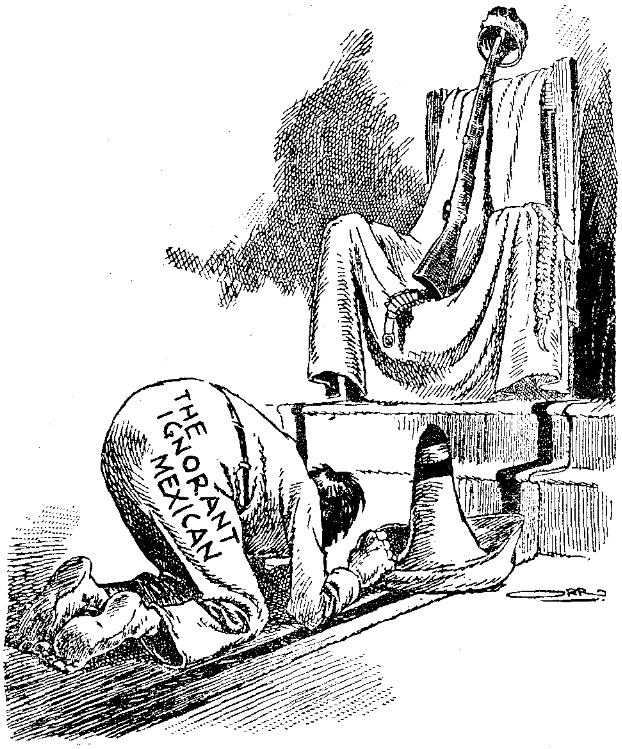
> "The business of our Government with respect to Mexico is to protect American life and property in that country. We shall do this more effectively and with less likelihood of having to use force if we show no friendly interest for any of the rival Mexican politicians. Those to whom we offer friendship and help to-day

are likely to be our enemies to-morrow. That was the bitterest of all the lessons that President Wilson had to learn in his relations with Mexico. The first great mistake of Mr. Wilson was in choosing sides between warring Mexican factions, and the second great mistake was in permitting the sale of arms to the favored party and, incidentally, trying to prevent similar deliveries to its opponents."

The whole procedure is a mystery to the independent Baltimore *Sun*, which says:

> "It has recently been indicated by Washington that the De la Huerta revolt has little or no popular support; that the Mexican people are quite solidly behind Obregon. If this is so, why is it deemed necessary to take so serious a step as the transfer of a portion of our surplus military equipment to the Obregonists? Why would it not have been enough to establish and enforce a rigid embargo on private munition shipments to either side? Until these questions are answered by Washington the suspicion will grow that there are factors behind the Mexican tangle of which our State Department is informed, but of which our public are kept in ignorance.
>
> "After being for a long time a coworker and ardent supporter of Obregon, De la Huerta suddenly launched a carefully prepared, well-financed and well-organized military revolt against his chief. The launching of this revolt coincided with the convening of the American Congress, which, had peace been maintained, would unquestionably have seen ratification of the Mexican treaties and formal diplomatic recognition of Obregon. The revolt was started after De la Huerta had paid an extended visit to New York as an Obregon emissary, and proved himself distinctly *persona grata* to American groups with large commercial interests in Mexico which have suffered from Obregon's principle of 'Mexico for the Mexicans.'
>
> "For all of these suspicions there may be simple and above-board explanations. But if so, the people of America—of North and South America—would like to know what they are."

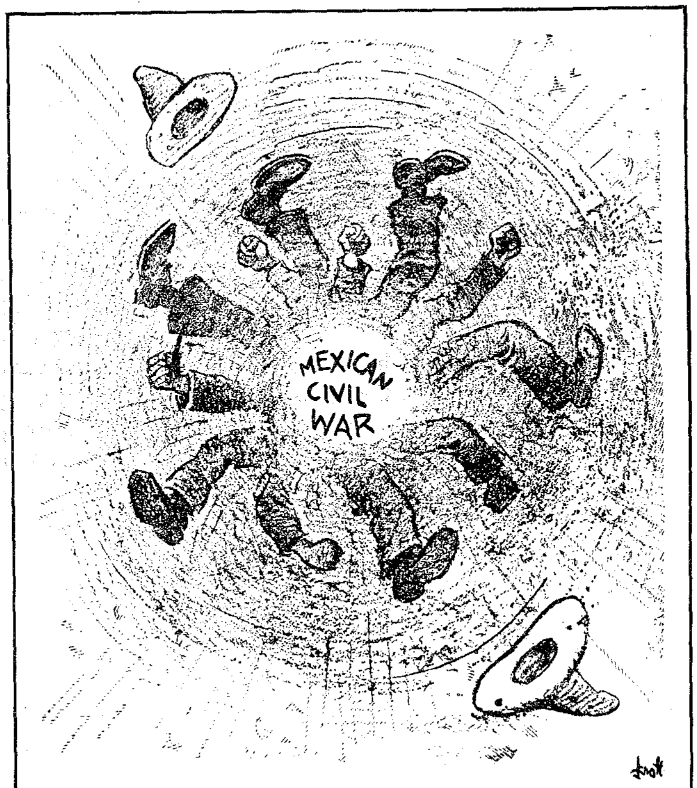
Strangely enough, the explanations asked for by *The Sun* are forthcoming from Democratic as well as Republican papers. To the Pittsburgh *Chronicle-Telegraph* (Rep.) the action of Secretary Hughes "is like the sending of fire-apparatus by one city to another which is threatened by incendiaries." The Democratic Birmingham *Age-Herald* reminds us that "the issue is not warfare, but is between law on the one hand and lawlessness on the other." "It is a sound general policy to try to stabilize Administrations to the south of us," believes the New York *Tribune* (Ind. Rep.), and the neighboring *Times*, altho of the opposite political belief, agrees that the action of Secretary Hughes "unquestionably is conceived to be in the interest of all concerned."



Copyrighted, 1923, by the Chicago "Tribune"

THE ONLY RULER HE RESPECTS

—Orr in the Chicago *Tribune*.



SOME CONFUSION AS TO WHO'S ON TOP

—Knott in the Dallas *News*.

The Providence *Journal* (Ind.) also assures its readers that—

> "No question of international propriety is involved in this instance, as there would be if we sold arms to a belligerent in war. In that case there would be a flagrant violation of neutrality. The Springfield rifles and ammunition will go to President Obregon as a friendly act which we are at entire liberty to perform. His request for naval ships and airplanes has not been favorably considered. A sufficient explanation is that we have no planes to spare, while the spirit if not the letter of the armament limitation treaties forbids the transfer of surplus ships to other nations."

Finally, asserts the independent Philadelphia *Evening Public Ledger:*

> "The action of Secretary Hughes is a challenge not only to the De la Huerta contingent in Mexico, but to those elements in this and other countries which, for their own private gain, have made a habit of instigating and financing revolutions in Latin-American nations. The challenge is perfectly open and perfectly definite. The immediate purpose of supporting the Obregon régime in its present plight might have been accomplished less openly and less officially. A word to a munitions manufacturer would have brought the rifles. As it is the moral support of the United States Government goes to President Obregon along with the boxes of Springfields.
>
> "Intelligent Latin Americans will agree that the overturning of the Obregon régime would be unfortunate. They recognize the Mexican President as an able and sincere statesman, and accorded to him their moral support while he was laboring under the handicap of non-recognition by Washington.
>
> "They will also perceive, it is to be hoped, that Mr. Hughes has isolated the case of Mexico and treated it strictly upon its merits. They will realize that American business interests in Mexico might have hoped for much more privileged treatment from De la Huerta than from Obregon or the *alter ego* that is bound to succeed him in an orderly election.
>
> "Unless and until facts force us to another conclusion, we are inclined to presume that President Coolidge and Secretary Hughes know what they are doing."

RADIO TO RING THE WELKIN

RESOURCEFUL OLD DEMOSTHENES, who made himself an orator by outshouting the roaring waves with a pebble in his mouth, would have delighted in the chance to make the welkin ring by pouring his eloquence into a radio-receiver. This year the political orators face the opportunity to talk by wireless to unseen audiences of almost limitless extent, and, as the editor of *The Nation* remarks, every important speech of the political campaign "will go out on the air to hundreds of thousands, sometimes to millions, who would never dream of packing themselves into tight stuffy halls to hear the candidates—and many an unimportant speech will reach the same vast audience. More effective than pamphlets, mass meetings, or street orations will be these speeches to the great home audiences receiving through the single sense of hearing." In fact, the spoken word carried by radio-waves will, in the opinion of *Radio Broadcast* (New York), soon supplant the now mighty daily press "as the primary agent in forming public opinion." The point made by this radio magazine in its forthcoming issue is that "the appeal of type is as nothing compared to that of the spoken word," bringing the speaker, as it were, into the presence of each listener so that in case of public officials each of us feels "more directly in touch with those we have elected to guide our country's policies."

In view of the recent development of radio as a means of influencing political opinion, it is interesting to remember that the first use of radio for public information and entertainment had a close connection with politics—it was the broadcasting of the returns indicating the election of Harding in November, 1920. President Harding delivered the first Presidential utterance to be broadcasted—in the St. Louis Coliseum, June 21, 1923. Since then, several of Mr. Lloyd George's greatest speeches on his American tour and ex-President Woodrow Wilson's 1923 Armistice eve speech have been broadcasted. Calvin Coolidge is the first President to have a message to Congress broadcasted by radio. This was on December 6, 1923, and it was followed a few days later by the broadcasting of his brief memorial tribute to his predecessor.

And it is not only because he happens to have come to the White House when broadcasting is at the height of its vogue that Mr. Coolidge is the first President for whom a radio speech-making campaign is planned. For, we read in the New York *Tribune's* Washington correspondence, "it has been discovered that President Coolidge's voice, while lacking the sonorous beauty of William Jennings Bryan's or the late Bourke Cockran's, or the magnitude of Senator Willis's or Magnus Johnson's, is almost ideally adapted to the radio." The Washington representative of this important Republican daily ought to be reasonably well informed about party plans, and he tells us that—

> "The Coolidge managers, having discovered this when it was tested on his message to Congress, are planning to use the radio to the utmost. The President will make occasional talks, and on every such occasion every radio fan in the country who wants to tune in can listen. Furthermore, the fan will hear every word, the Coolidge men point out, a pleasing contrast with the stumping efforts of most Presidential candidates in the past."

Radio authorities tell us that the President's address to Congress on December 6 was heard generally throughout the East and Middle West, and that country-wide reception of any important message can be provided for by making proper arrangements ahead of time. Plans have recently been developed whereby a speech can be transmitted in the first instance with a short wave-length over great distances, and then repeated on the standard wave-length of the receiving broadcasting stations. And, in general, there is a tendency now to knit together in one way or another the various radio channels so that the small broadcasting stations will eventually be able to send out all important information or entertainment features.

HIGHER WAGES, BUT MORE BUILDING

"WAGE PACT BOOMS BUILDING," is perhaps the way the newspaper headline writer would hit off what the New York press think of the probable effects of the new wage agreement in the building trades of the metropolis. Instead of a boom, higher wages might commonly be expected to check building, but the point here is that along with the wage increase of 50 cents a day, a two-year agreement will end uncertainty and strike threats, and stabilize costs. Nor is it forgotten that the expected building boom will wave the wand of prosperity over every industry that contributes to construction, every industry that helps equip and furnish the buildings when done, and every industry that will sell more shoes, clothing, beefsteak and automobiles to the workers. Whether the costly new construction will bring lower rent-levels is another story, it is admitted by more than one editor. According to the New York *Herald* the increase in wages "will add approximately $14,000,000 to the annual cost of construction in New York City, without allowances for advanced over-time rates." But it is remembered that the workers had asked for an increase of $1 a day, and the employers have in mind the result of past strikes in the trade and they are banking heavily, we read, "on the extraordinary demand for building construction for 1924," and they feel that there is likely to be a shortage of workers.

Thus "with peace assured in the building industry for 1924–1925," contractors and architects, we read in the New York *Tribune*, "are looking forward to the two biggest construction years in the history of the city." They feel certain that the output of building for this period "will be limited only by the available labor supply," and that "the 1923 record of more than $750,000,000 worth of construction will be eclipsed." The point is made that:

> "While the wage question was under discussion, and there existed no certainty as to what the cost of labor in construction work would be for the next year, many of those who had large projects under consideration held them in abeyance. Now that this assurance has been given, it is expected that a large volume of new building will soon be begun."

The total building outlay for the whole country for 1924, as estimated by *Architecture* (New York), will be, says the New York *Journal of Commerce*, "in the neighborhood of $4,200,000,000, or rather more than has been spent during 1923." Another report quoted below puts the 1923 figure at nearly $6,000,000,000. *The Journal of Commerce* makes this editorial comment on the figures gathered by the technical magazine:

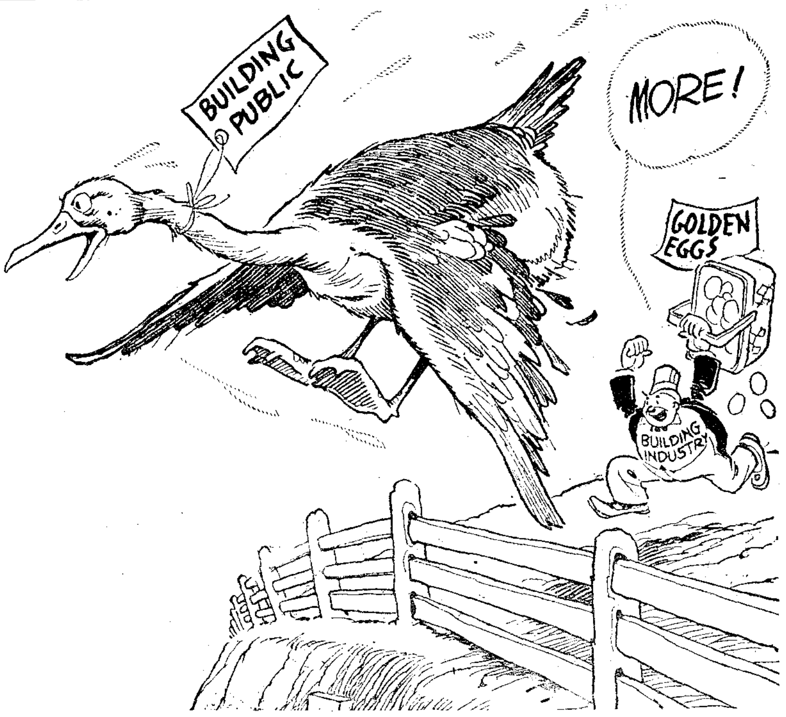
> "The amount to be spent on business building is $750,000,000, and of this sum something like $90,000,000 is to be devoted to steel and steel materials, with about $38,000,000 additional in iron-work of various kinds. If the various uses in which steel indirectly appears be included, a total demand of perhaps $150,000,000 will be used for business buildings. This would mean if the demand were proportionate in other classes of construction about $700,000,000 to $800,000,000 in all.
>
> "The vigorous growth of building and the sustained demand for new construction that is being shown by this country is one of the remarkable features of post-war development and is probably paralleled by no other equal population in the world. This situation is one of the unmistakable elements in the favorable outlook for 1924."

Outside of New York the Troy *Times* finds it "gratifying to note that experts predict a continuation throughout the coming year of the building boom in evidence all over the country." In particular it refers to the expectation of the Copper and Brass Research Association that the present building boom may end with 1924, to be followed by a normal market of less than $3,000,000,000 in 1925. The Dow Service Daily Building Report, we are reminded, bases its belief in a great demand for building material this year on the normal requirements and unmet shortages, and, in addition, the needs of Japan and the resumption of the Federal building program. The Standard Statistics Company is said to find in the still upward trend of rents an indication that the demand for new building will continue some time. As this editor sums it all up:

> "Unusual building activities are a sure indication of business expansion and general prosperity. Despite the high cost of labor and material probably more homes than ever before in a single year have been erected during the last twelve months, and many buildings for factory, mercantile and office purposes have been constructed. It was predicted twelve months ago that 1923 would be a year of great building activities, and this prediction has been fulfilled. It is to be hoped that the optimistic forecast of the different agencies quoted will be realized."

The least cheerful angle of the building settlement in the metropolis is, according to the editor of the New York *Tribune*, the fact that it gives no hope of falling rentals. And *The Tribune* thus offers rather cold comfort to dwellers in New York:

> "If the bargain just made by builders and workmen is lived up to, building will be stimulated, but at an increasing cost. This is cold comfort for the public. It will pay the extra $14,000,000 charged up to strike insurance. Meanwhile many rent-payers must find the money somewhere to meet advances when their leases run out. Their only consolation—a dubious one—will be that the advance may not be as great as it would have been if strikes had continued to multiply."

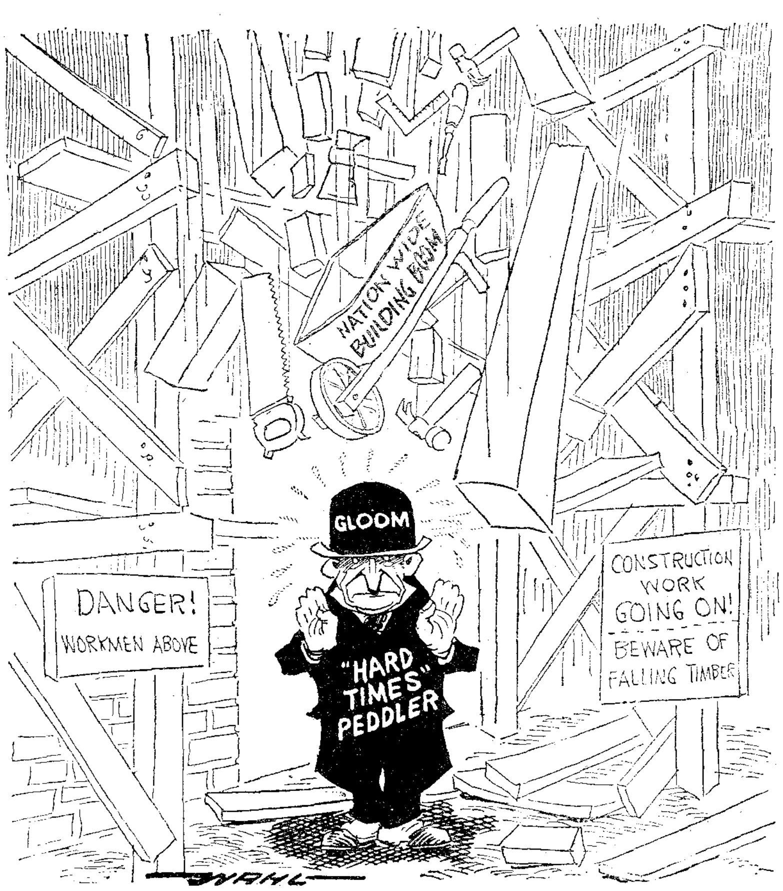


ANOTHER GOOD WAY OF KILLING A GOOSE

—Smith in the Jersey City *Journal.*

And New York is not the only city in which contractors face higher wage-levels. As the Chicago *Evening Post* tells us:

> "Detroit contractors admit that an average rate of $1.50 an hour is confronting them during the coming summer, and the Chicago mechanics are beginning to catch the fever. The talk among the workers is that an increase of 25 cents an hour must be granted when the contracts are framed which will go into effect next spring.
>
> "The probabilities are that the men will win it, too, for the law of supply and demand governs labor as well as commodities. The local builders can not afford to let their crews be coaxed to other cities through the lure of a bigger pay-envelop."


NATION WIDE BUILDING BOOM
GLOOM
"HARD TIMES" PEDDLER
DANGER! WORKMEN ABOVE
CONSTRUCTION WORK GOING ON! BEWARE OF FALLING TIMBER
WAHL

HEAVY, HEAVY, HANGS OVER THY HEAD!

—Wahl in the Sacramento *Bee.*

Thus, concludes the Chicago paper, "the wage tendency in three of the largest cities in the country is undeniably upward. It is only human nature to look for a bigger pay-envelop, but if the public should indulge in a buyers' strike because of increased building cost, the unions may find that they have killed the goose that laid the golden egg."

In view of all these predictions of 1924 surpassing 1923 in building, it is interesting to note that 1923 was a record year in the building industry in the United States. According to the annual survey of the Copper and Brass Research Association, $5,922,900,000 worth of building was done in 1923, and about $11,000,000,000 in the last two years. To quote a press summary of this report:

> "During 1923 the expenditure for residential buildings, including dwellings, apartments and hotels, amounted to $2,302,240,000, so that nearly 40 per cent. of the total expenditures for construction last year went toward relieving the acute housing shortage.
>
> "Construction in 1923 was divided among the different classes of building as follows:

Classification	*Total*	*P. C.*
Apartments	$947,670,000	16.00
Churches	400,980,000	6.77
Dwellings	710,750,000	12.00
Hospitals	450,015,000	7.60
Hotels	643,820,000	10.87
Industrial buildings	748,065,000	12.63
Office buildings	607,690,000	10.26
Public buildings	248,770,000	4.20
Schools	1,165,140,000	19.67
Total	$5,922,900,000	

JAPANESE EXODUS FROM CALIFORNIA

A STARTLING CONSEQUENCE of the Supreme Court's decisions upholding the California anti-alien land laws is foreshadowed in a San Francisco dispatch to the New York *Times* to the effect that more than 30,000 Japanese farmers are preparing to abandon nearly 500,000 acres of California's richest crop lands. "Ever since the first Japanese horticulturist tickled the soil of California and made two heads of lettuce grow where only one had grown before, the State has been camping on his trail," remarks the Detroit *News*, "and now it looks as if Californians have got their wish." "But California may yet deplore her act in driving them away," predicts the Boston *Globe*, which compares the proposed migration to the negro exodus from the South.

The Supreme Court decision, which started what California and Oregon papers describe as a stampede, upheld State legislation which forbids an alien not eligible for citizenship to own land in California, to lease land, to cultivate land through corporations, or to till land on crop-share agreements. And, as Lee Overman writes from Sacramento to the Portland *Oregonian:*

> "The Supreme Court ruling hit the Japanese with terrific force, for out of the 120,000 Japanese in California, 58 per cent. are engaged in agricultural pursuits, and four-fifths of that number are 'on their own.'
>
> "Briefly summarized, the situation here is that, having had its anti-Japanese legislation declared valid, the State is suddenly confronted with 525,000 acres of farm-lands left without tenants and an annual income of $73,000,000, derived from the sale of Japanese-grown farm products in Eastern markets, is suddenly lopped off. In 1909 the total value of California grape crops was $6,235,000 as compared with $73,000,000 in 1923. Last year the Japanese farmed one-eighth of the State's 4,000,000 acres of irrigated farmland—but from this one-eighth they produced almost one-third of California's annual $250,000,000 crop of farm products.
>
> "After twenty-six years of legislative endeavor to drive Japanese from California agriculture, and with those efforts finally crowned with success, this State to-day finds itself wondering if it has not succeeded a little too well.
>
> "First effects of the complete ousting of the Orientals from all agricultural activities except as day wage-earners are just commencing to make themselves felt, and already there is a tendency in many sections to regret that anti-alien land legislation has been so sweeping.
>
> "This feeling is rapidly gaining headway, as thousands of Japanese farmers, refusing to go back to their former status as wage-earners, are preparing to depart for States farther East. Oregon and Washington, with similar land laws, will contribute many to the eastward hegira.
>
> "The objective points, according to Japanese associations here, will be the larger centers of population along the Atlantic seaboard and in the central States, where the Japanese plan to establish truck-farms. The East, they say, offers rich opportunities for truck-farming, with no anti-alien land laws."

The ruling handed down by the Supreme Court "may be looked upon as a victory by the white residents of California," observes the Dallas *News*, "but the fact remains that there are no white men in California to take the places of the Japanese farmers." In the opinion of large California landowners, we are told in the San Francisco dispatch to *The Times*, "thousands of white farmers must be brought to the State to work the abandoned farms." We read on:

> "The Japanese themselves reported two years ago that 58 per cent. of their race in this State were employed in agricultural pursuits. An official State census at the time showed 87,279 Japanese in California.
>
> "Conservative estimates show that more than 30,000 Japanese were employed last year under cropping contracts by white landowners throughout the State. Now, it is said, these Japanese have abandoned their efforts and the production of tens of thousands of acres spread over twenty-nine of California's fifty-eight counties is menaced.
>
> "The big landowners of California have been hit the hardest. They have been the chief employers of Japanese as lessors or under cropping contracts. These landlords must take all the farming risks themselves, hiring and paying for Japanese labor direct on a cash wage. But the Japanese as an employee is declared not nearly as efficient and profitable as under leasing and crop-sharing arrangements.
>
> "Many of the big farms, it is said, will have to be cut up and sold in small parcels to white farmers, or leased to whites. If this comes about, it will result in thousands of small farms, which agricultural experts declare is the ideal situation. One family farming twenty to forty acres, it is said, can produce crops more economically and with greater proportionate profit per acre than can the large landowners."

Mr. V. S. McClatchy, former publisher of the Sacramento *Bee*, however, intimates that the Japanese in California have another solution to the problem. Thirty-four Japanese commercial and agricultural organizations of California, says Mr. McClatchy in a statement published in *The Bee*, have declared their intention of not fighting the provisions of the anti-alien land law. But he finds a different sentiment in an editorial from *Nichi-Bei* (*The Japanese-American News*) of San Francisco. According to Mr. McClatchy, the translation of this editorial reads in part:

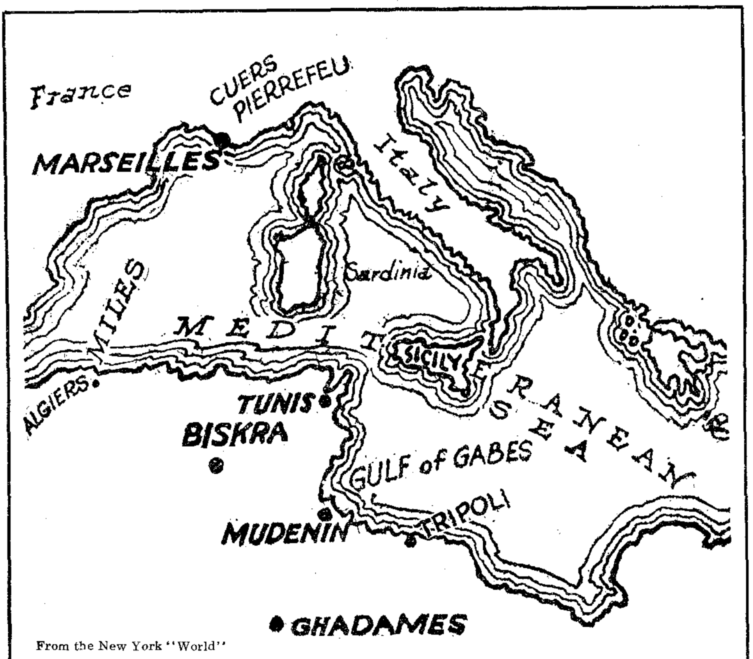
> "As remedial measures of our defeat in the lawsuit regarding crop contracts the thoughts of every one turn to the rights of the American-born and the land companies which have the right to own and lease land as the central features in the establishment of new forms under which we shall carry on farming. If these two methods are employed we can continue our farming on a scale at least as large as the present, and the Japanese laborers and American landlords will not find their interests materially affected.
>
> "How many Japanese born and educated in America have attained their majority is uncertain, but there are probably at least 400 or 500 in the State of California.
>
> "It is entirely legal for these persons, either as individuals or by organizing companies or partnerships, to employ experienced farmers as laborers and carry on farming. Since they are American citizens they can own land, lease land and make crop contracts with American landholders, at their own free will. For instance, one of these persons who makes a crop contract for a hundred acres of farmland will arrange in advance with an experienced Japanese farmer who is to be his foreman to act also in the capacity of adviser in consultation with the owner in arriving at a satisfactory agreement. Then after the contract is concluded a labor contract will be made with the foreman fixing his yearly salary and specified bonus. A book will be kept by the foreman and he will be visited from time to time.
>
> "Then this plan can be applied to other farms in the same way with a separate and independent financial account and crop contract in each case. If the crop contract is undesirable, leases can be made for five or ten years at will. Only very much will depend on the character of the persons with citizen rights who stand between the Japanese laborer and the landlord.
>
> "There are in California 400 or 500 Japanese land companies and farming companies formed under the old land law of 1913, before the law of 1920 went into effect. The majority of the stock is held by American citizens or American-born citizens of Japanese descent.
>
> "These companies can make crop contracts with landowners, lease land, and even buy land. Hence it is a good policy to make use of these land companies.
>
> "This being so, if we make the full use of these companies, causing them to exercise their rights, it should be a very easy matter to lease or make crop contracts for all the land necessary for the Japanese farmers to carry on their business. The Japanese farmer would be the foreman and bookkeeper, acting under the direction of the land company."

Meanwhile, we are told by the New Orleans *Times-Picayune:*

> "The Japanese Government, taking cognizance of the Supreme Court decision and the situation resulting, has lodged some sort of protest with Washington. Since the court of last resort considered the case from the standpoint of treaty rights, it does not seem likely that the Washington Government will move for reopening of what proved for years a very difficult and troublesome question. California may revise its laws, but the sentiment that forced their enactment must undergo material change before that is accomplishable."

DIXMUDE'S LESSON TO *SHENANDOAH*

AMERICANS ARE PARTICULARLY CONCERNED over the tragic and mysterious fate of the French dirigible *Dixmude*, points out the New York *Evening Post*, "because our own *Shenandoah* is to attempt a flight to the polar regions." And while unfavorable comment regarding this epochal journey was almost negligible following the announcement of the plan, since the *Dixmude* was lost during a flight over northern Africa late in December we find dozens of editorials from dailies throughout the country condemning the Navy expedition to the North Pole because of the admitted helplessness of the dirigible in storms. "The Navy Department," thinks the Hartford *Times*, "may be sending half a hundred men to certain death, for the project is the most reckless of its kind ever undertaken." For, we are reminded by the Columbia (S. C.) *Record*, "the dangers that the American flyers will face are bound to be greater than those over northern Africa." "Our own dirigible," admits the Indianapolis *News*, "is as likely to encounter a storm as the *Dixmude*." The *Shenandoah*, we are further reminded by the New York *World*, has received no thorough trial, hence it is not known whether or not she is an improvement over the *Dixmude*, while the Minneapolis *Minnesota Star* questions "whether the dirigible type of airship has reached a stage of efficiency where a flight over Arctic wastes may be undertaken without foolhardy risk of life."



From the New York "World"

WHERE THE *DIXMUDE* MADE HER LAST VOYAGE

The French dirigible, which previously had made a non-stop flight of 4,500 miles in this territory, was last heard from at a point near Biskra.

Not only in France, but throughout the civilized world, the loss of the *Dixmude* and the deaths of the fifty gallant men on board will be deeply deplored. Their names, declares the Boston *Transcript*, "will be added to the roll of those who have made the supreme sacrifice in order that the conquest of the air might be brought nearer." "America, in particular, can sympathize with France," observes the New York *Telegram*, "for twice within the past three years we have suffered similar losses." As we are told in an Associated Press dispatch from Paris:

> "The *Dixmude* left her airdrome near Marseilles on December 18 for a seventy-two-hour cruise. She flew across the Mediterranean and over Algeria and Tunisia to the edge of the Desert of Sahara and then turned toward home. She was last heard from directly on Friday, December 21, at 8 P. M., when she was about ninety miles south of Biskra."

According to another report, from Palermo, bits of charred wreckage found along the north coast of Sicily on December 31 "indicates that the *Dixmude* was destroyed by fire, probably after an explosion." The body of her commander, it will be recalled, was found on December 27 by fishermen six miles off the southern coast of Sicily.

To the Boston *Transcript* the loss of the *Dixmude* emphasizes the weaknesses and imperfections of the dirigible type of airship," and the Pittsburgh *Chronicle-Telegraph* declares that—

> "From the nature of their construction and their immense size, these steerable balloons are subject to perils to which the airplane is immune. They are inflammable, unwieldy, requiring enormous supplies of fuel, and it is not easy for them to make a safe landing in bad weather.
>
> "The fate of the *Dixmude* will revive discussion as to the wisdom of sending our Navy Department's dirigible *Shenandoah* on an attempted flight to the North Pole. The *Dixmude* succumbed to seasonal gales in the Mediterranean, but the winds of the Arctic are equally severe, and indeed hurricanes are not unknown in that region."

Nevertheless, contends the Manchester *Union*, "the only way to go about the conquest of the air is to keep on sacrificing lives and money in the correcting of proved errors. To be sure, not a few influential voices are raised against further efforts to develop the dirigible, but those in authority do not share these views." The Philadelphia *Bulletin* believes, too, that—

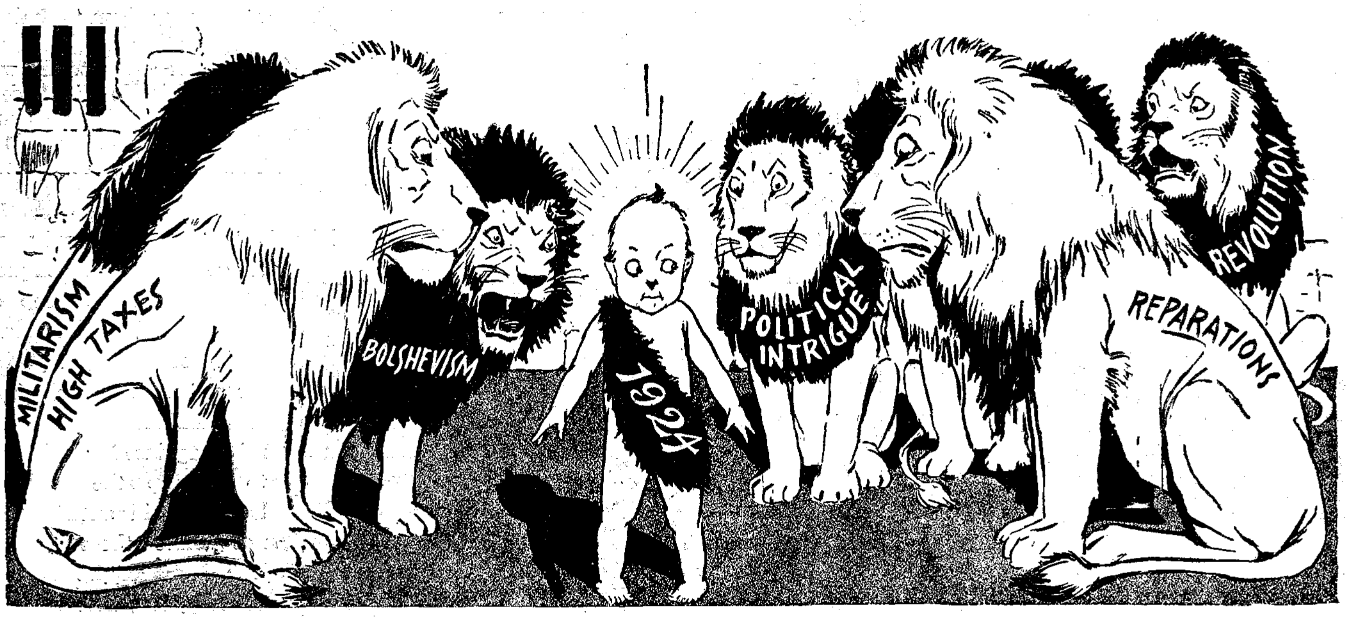
> "The loss of the *Dixmude* is not likely to alter the plans of our Navy Department for sending the *Shenandoah* voyaging in polar regions next summer, but it should teach the responsible officials to check up every detail of the flight and so far as humanly possible leave nothing to chance in providing for the safety of the crew in case of disaster."

Despite the pessimistic tone of the majority of editorials, and the admitted helplessness of dirigibles caught in storms, the Jersey City *Journal* agrees that "the *Shenandoah* will make its projected trip." For, explains this paper:

> "Science has a way of laughing at death and going ahead with its work. The trail of almost every step forward, from steam to gasoline transportation, from the submarine to the ship of the air, is strewn with the bones of daring adventurers who risked all for a short at knowledge and power. These men of science blaze a path of glory that lifts human life to its sublimest point. Doctors innoculating themselves with germs to test out a remedy; engineers and inventors gambling with Fate above and below the waters; explorers pushing their way through disease-infested swamps and into unknown continents—these are the luminaries that give all and seek only the reward of accomplishment.
>
> "The fever of war produces its heroes, but the thirst for knowledge of the human mind produces its giants."

One of the direct results of the *Dixmude* disaster, predicts the New York *Tribune*, is that France will abandon her plan to build a large fleet of dirigibles. For, believes the New York *Evening World*, "to squander money on dirigibles, particularly after this catastrophe, would be sheer folly." Moreover, we are reminded by *The Outlook*, "this is the third disaster of its kind within three years." Continues this weekly:

> "In 1921 the backbone of the *R-38* (*ZR-2*) broke while she was in flight over England, and this huge dirigible, a sister ship of our *Shenandoah*, came down in flames. Forty-four passengers and members of the crew, American and British, met their death. In 1922 the *Roma*, a semi-rigid ship which the United States had acquired from Italy, was destroyed by fire at Norfolk, with a loss of thirty-four lives. Now comes the news of the loss of the *Dixmude*, with fifty officers and enlisted men on board.
>
> "The *Dixmude*, formerly the German Zeppelin *L-72*, was built, it is said, for the purpose of bombing New York. She was last heard from on December 21. At the time of her disappearance she held the world's record for distance and endurance, with an uninterrupted flight of some 4,500 miles in 118 hours 41 minutes."



ANOTHER DANIEL?

—Marcus in the New York *Times*.

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

CONGRESS may be deadlocked, but it isn't lockjawed.—*Washington Post.*

THE reason swelled heads never burst is because that kind have thick skulls.—*Portland Telegram.*

SEPARATING whisky and politics doesn't seem to have improved either of them.—*Austin American.*

THE Soviet régime may be losing some of its redness, but it's still far from the pink of perfection.—*Washington Post.*

EVIDENTLY there's something behind the belligerent attitude of Premier Poincaré. Possibly it's France.—*Louisville Times.*

THE check boy may seem a pirate, but just think what it will cost those whose hats are in the ring!—*Milwaukee Leader.*

THUS far we have failed to discover the parts of the world that the meek have inherited.—*Boston Shoe and Leather Reporter.*

THIS must be a pretty good country when it is only the minorities that are kicking.—*Boston Shoe and Leather Reporter.*

IT is almost impossible for a Congress to keep its nose on the grindstone while keeping its ear on the ground.—*Easton (Pa.) Express.*

CONGRESS is not easily discouraged. It keeps on passing laws in an effort to find some that will work.—*Steubenville (Ohio) Herald-Star.*

WE have a liberal party in America, also. He is the gentleman who handles the expenditure of the public's money.—*Oklahoma City Times.*

IT is suggested that Oklahoma be given back to the Indians, but that won't do. We are trying to civilize the Indians.—*Fort Worth Press.*

ANOTHER fault in our system of government is that a Congressman can't get much publicity by keeping still and sawing wood.—*Muskogee Phoenix.*

SCIENTISTS now say the next war will be fought with electricity, which bears out the popular belief that it will be the most shocking of all.—*Memphis Press.*

YOUNG John D. says love is the greatest thing in the world, but he will have to admit the Standard Oil has never thought well enough of it to try to monopolize it.—*Norfolk Post.*

MAGNUS JOHNSON announces that he is going to guide his actions in the Senate by the rules of common sense. We knew Magnus could be depended on to do something radical and in violation of precedents.—*Nashville Southern Lumberman.*

WHEN there is no revision, the taxpayers perish.—*Orange Leader.*

HOT air rises. In campaign years it rises to absurd heights.—*Erie Times.*

IT'S time for a party to split when it gets the habit of straddling.—*El Paso Herald.*

IF a man has sunshine in his soul, he doesn't need moonshine in his stomach.—*Port Arthur News.*

SOME men who have open minds let the wrong kind of stuff get in.—*Boston Shoe and Leather Reporter.*

"PROSPERITY is here," declares Judge Gary, who didn't have any wheat in last season.—*Capper's Weekly.*

MODERNISTS may take away part of the creed, but they will leave the good old collection plate.—*Waco News-Tribune.*

THE first part of January should be a good time for the publishers to sell these books on will-power.—*Wichita Falls Record-News.*

THE White House has been declared unsafe. So much more reason for having a safe man in it.—*Boston Shoe and Leather Reporter.*

A NATURAL-BORN hair-splitter is a man who can distinguish between nuisance taxes and any other kind.—*Associated Editors, (Chicago).*

A NEWS story says Germany is bordering on insanity, but doesn't tell whether it is her eastern or western border.—*Norristown Times.*

IT is a little too early, however, to plan the expenditure of the money you will save when Congress lowers taxes.—*Medford (Ore.) Mail Tribune.*

THE two-year peace hoped for in the building trades sounds suspiciously like our old friend, peace at any price.—*Philadelphia North American.*

EUROPE violently criticizes the United States, but this does not stop the immigration quotas from being rapidly filled.—*Boston Shoe and Leather Reporter.*

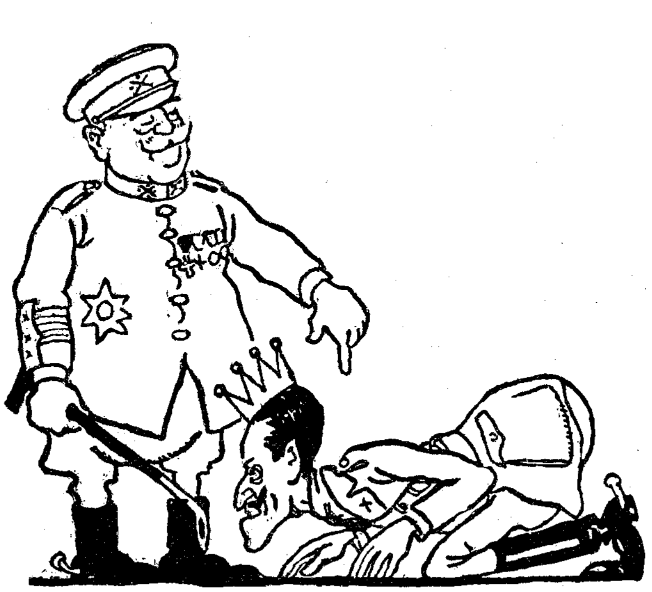
AND so we spend more for chewing-gum than for books. Well, well; it's so much easier to exercise the chin than the mind.—*Wooster (Ohio) Daily Record.*

THE French persistently refuse to agree to any plan suggested by the Germans for evading payment of reparations. Such stubbornness!—*Washington Post.*

FOREIGN - COMMENT

THE SUCCESS OF SPAIN'S MILITARY DIRECTORATE

By following Italy's example in having recourse to a government of dictatorship it is said by some that Spain has succeeded not only in removing much dry-rot from her system, but she has also won the sympathy of Italy in a way that makes for Spain's reentry into the world of international politics. These two facts are of chief notability, we are told, as the first ninety days of General Primo de Rivera's tenure of office are counted up. Some Madrid correspondents give him credit for having performed an enormous mass of work, and they extol the directorate for having toiled with amazing knowledge of the task before it, of the needs and conditions of the country as well as of the complicated machinery of government. Meanwhile a Madrid correspondent of the London *Saturday Review* remarks:



A ROYAL OBEISANCE—NEW STYLE

His Majesty of Spain "receives" Spain's Dictator.

—*Petit Provençal* (Marseilles).

"The enormous success of Italian Fascism and of government by decree in Spain leads one to ask whether southern peoples are not more inclined by temperament and nature toward the rule of a dictator than to the democratic institutions so popular among the countries of the north. The degree of education and development of the lower classes may have much to do with the answer; but, apart from this, there exists a suspicion that the Latin temperament is really well disposed toward the kind of government which is meeting with such approval in Italy and in Spain. One of the qualities of the Spanish character is its individuality; from another point of view it is also one of its gravest faults, a fault which for years has driven every member of parliament and of the electorate to find a different solution for each problem, and to come to loggerheads with their colleagues over the affair.

"Primo de Rivera has done away with all this, and tho it is true that Spaniards greatly object to being governed, there is not a shadow of doubt that they relish being governed well, and that they welcome the guidance of a hand which is both strong and sure. From the very day on which General Primo de Rivera came into power, Spaniards of all classes have felt that at last they were being led firmly toward their proper goal. The cry for more liberty has ceased; the response that has come from all parts of the country is a sufficient proof of the temper that has met the new rule."

That the de Rivera Government should have been alive to the state of affairs in the Spanish Army is not extraordinary, according to this Madrid informant, who does find it astonishing that the Directorate should be equally conscious of the faults peculiar to the Spanish judicial system—which it is "reorganizing completely, after suppressing the jury"—and to every other aspect of the national life and institutions. It is recalled, too, that as soon as he rose to power, one of General Primo de Rivera's first acts was to close the Cortes, and we read:

"Having silenced Parliament, he then proceeded to dissolve it, thus rendering it quite innocuous; needless to say, he has taken no pains to call a general election. His intention was to govern by decree, whenever a decree should be necessary; otherwise he resorted to the even simpler procedure of communicating with the regional and provincial authorities by means of circular letters, in which he informed them curtly and plainly of his wishes regarding subjects of every description. The decrees are signed by King Alfonso and countersigned by the General, who is described in some of them as 'President of the Military Directorate, Holder of all the Ministries.' And that is all there is to be said about it. One can not help wondering at the number of years that it would have taken the Spanish Parliament to carry out the work which the General has found the means of accomplishing with these simple strokes of the pen."

When the Directorate came into being, it is further related, gangs of robbers were holding up banks and bank clerks all over the country; and Barcelona, Zaragoza and Valencia were being terrorized by armed bands of desperadoes who "shot down workmen and employers, as well as women and archbishops." But in less than three days, this state of affairs came to an end, and we are advised that:

"A couple of syndicalists were caught red-handed, summarily tried and hanged; their colleagues were informed of the fate that awaited them. Over one hundred persons disappeared quietly from Barcelona, bound for an unknown destination. Terrorism ceased. At the same time, an active and efficient campaign was started against professional politicians and profiteers. The first were excluded, not only in theory, but in fact, from a share of any kind in the government of the nation. They were removed from office, whether high or low; those of them who had occupied Cabinet seats were barred from the direction of important industrial concerns; and the salaries of senators and deputies came to an end. Municipal councils (*ayuntamientos*) were dissolved, and new councils formed, composed of men well known for their straightforwardness and honesty. Profiteers were informed that heavy fines would be imposed upon them if they persisted in overcharging the public or underselling it by means of fraudulent weights and measures; for once, the threat was carried out. Moreover, the Directorate has regulated all profits and fixt a scale of charges for articles of first necessity. An extensive reform of the police was undertaken, with excellent results. The Army is being thoroughly reorganized, and the granting of certain decorations has been submitted to a searching inquiry. A large national civic guard, the *somaten*, is being recruited, modeled on the old corps which has existed in Catalonia for so long. Theaters and cafés are to close at one o'clock, which is a great advance in Spain. The expenses of all governmental departments have been reduced, and the ranks of the many who enjoyed complete leisure at the cost of the public have been practically annihilated."

To some French observers Spain's imitation of the Mussolini form of government has as its chief point of interest the tightening of relations between Spain and Italy and the consequences of such a rapprochement for France's position in the

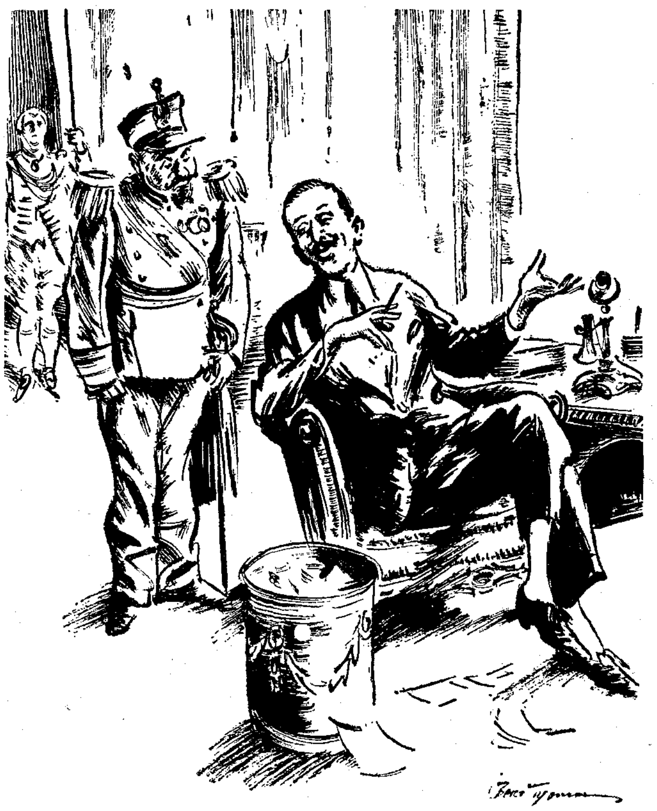
DRURY COLLEGE LIBRARY
Springfield, Missouri

Mediterranean. Despite exaggerations in the Italian press about the significance of the visit of the Spanish sovereigns to Italy, says René Pinon in the *Revue de Deux Mondes* (Paris), the French must keep their eyes on this section of the world, for—

> "The manifestations over the visit to Italy are a warning to us not to neglect our Navy, which makes safe our communications with North Africa, and also they are a warning that we should hasten our works of development of the transsaharian road. Fascism must frequently galvanize nationalist sentiment, and it is, therefore, natural that the Fascist newspapers should make serviceable deductions about the visit of the King of Spain, and also that they should attribute to the discourse of Mussolini the accord which Europe owes to the spirit of moderation and the wish for understanding that belongs to Poincaré. Sometimes Mussolini speaks rather hurriedly, but his deeds are worth more than his words, and his legitimate desire to develop the prosperity of Italy finds in France naught but sympathy. As to the Mediterranean, it is a highway, a corridor open to all navies and not the reserved property of a single Power of a group of Powers. It is there not to separate people, but to bring them together."

This writer goes on to declare that the French have never spoken of the Mediterranean as "our sea,' but that Bismarck wrote to Mazzini in 1866 as follows: "Italy and France can never be associated for their common advantage in the Mediterranean; this sea is a legacy impossible to be divided among relations. The empire of the Mediterranean belongs incontestably to Italy." Mr. Pinon then recalls that Stockmar wrote to Prince Albert, the Consort of Queen Victoria, thus: "It must never be forgotten that it is the duty of an English statesman always to make Italy strong against France." This French commentator continues:

> "It is easy to see in Mediterranean rivalries what might be the German interest, or the English interest; but the Italian interest like the Spanish interest and the French interest is something quite different. The Mediterranean is not a 'legacy' over which there is question of division. A sound Mediterranean policy should unite and pacify as the accords of 1902 give proof. At the same time France would never take umbrage at fraternization between Italy and Spain. General Primo de Rivera in a press interview at the Quirinal took pains to assure foreign opinion when he said 'the consolidation of the bonds that unite Spain to Italy will develop their economic relations, have an effect on Latin America, and will diminish their competition in the Mediterranean. There is question only of a pacific defense. Neither France nor England have cause for alarm.'"



WHAT REVOLUTIONS HAVE COME TO!

REVOLUTIONARY GENERAL: "We are thinking of having a revolution this morning, Sire—may we use your telephone?"

KING ALFONSO· "Certainly, my dear old sport."

—*London Opinion.*

On the subject of trade relations between Italy and Spain, a writer who signs himself "Italicus" reminds us in the Paris *Europe Nouvelle* that since the Armistice the two countries have been carrying on a bitter tariff war. They are both producers of like products, such as oil, and they have been at conflict over trade outlets.

Furthermore, it is pointed out that from as long ago as 1870 Catholic Spain has disliked young Italy for "holding the Pope captive in the Vatican." These two matters of friction between Italy and Spain, it is stated, were among the first objects for reform in foreign relations that Mussolini devoted himself to on his accession to power. He showed great marks of respect for the Holy See, it is said, thereby counting on reawakening Spanish friendliness for Italy. It is noted that both features of his program with regard to Spain were helped by the coming to power of General Primo de Rivera. Yet despite the commercial accord signed two days before the King of Spain set out from Italy, this informant does not believe that its provisions are sufficient to affect greatly economic relations between the two countries. Perhaps, he adds, there may be some additional agreements reached for the importation into Italy of Spanish iron and Spanish coal, while Spain would take manufactured Italian products in return. But the political result is what most attracts the attention of the Spaniards and the Italians, and yet this writer rather questions whether the Spanish-Italian rapprochement will be "lasting." Meanwhile, he observes:

> "It is rather funny to watch the newspapers of the two peninsulas. The Italian press have pity for poor Spain which under Italian patronage will make its reentry into international politics. The Spanish press speak with consideration of the unfortunate Italian money and of the lira which is worth just about one-third of a peseta." (The lira at the end of December was worth about 4⅓ cents and the Spanish peseta about 13 cents. Their par value is 19.3 cents.)

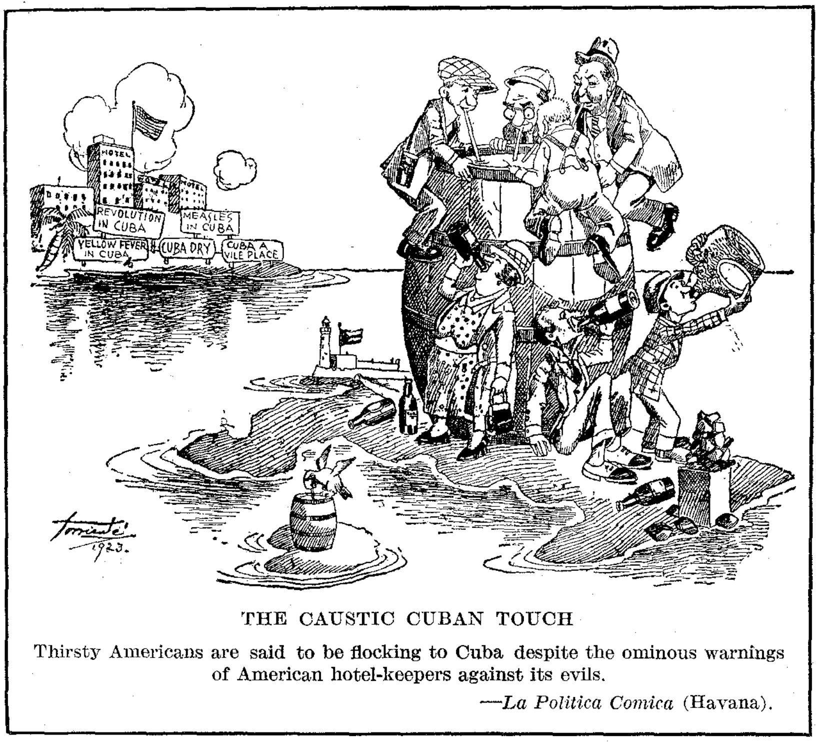
This contributor to the *Europe Nouvelle* thinks that not enough attention has been paid to the royal speeches about South America, and to the comments of the Italian press on these speeches. To his mind this is the field where perhaps the "first germ of disagreement" between Italy and Spain will flourish, and he continues:

> "The equality claimed by Italy in South America and the Pan-Latin program, which is, of course, anti-Yankee, which Italy has drawn up, can not fail to cause recurring friction. What is more, the South American Republics may perhaps find that this scheme for the transformation of themselves into Spanish-Italian colonies under Italian predominance is open to reversal.
>
> "So it would seem that there is much that is vague, much that is contradictory, and much more smoke than fire in the Spanish-Italian rapprochement.
>
> "Whatever is in the back of the head of General Primo de Rivera, or of Mussolini or of their adherents, there is no reason for alarm. But always there is cause for vigilance. Through a rapprochement with England and through an improvement of our relations with Germany we shall best safeguard ourselves against Latin Neo-Imperialism."

In England the London *Times* notes that to the historical affinities between Spain and Italy is now added "the special common interest of a new method of government which is distinct from the democratic system still accepted with greater or less conviction, in most European countries," and it believes that the Spanish-Italian rapprochement "represents a new and interesting development in the politics of the Mediterranean."

PROHIBITIONIST INTERVENTION IN CUBA

A STORM OF CRITICISM AND PROTEST has been raging in the Cuban press because of a reported private agreement between the American Legation in Cuba and the Secretary of the Treasury of the Island by which, we are told, the Secretary pledges himself to furnish the Legation with all data and information about liquor exports from the country. The American representative is charged with improper meddling in the internal affairs of another country, and some Cuban editors call attention to the fact that there is no precedent for such an accord being negotiated without the approval of the Congress of both interested parties. Furthermore, these Cuban critics are exasperated by what they term the lack of courtesy shown by the American Legation in going over the head of the Secretary of Foreign Affairs, to whom all matters concerning international agreements should be first referred. *La Discusion*, of Havana, says:



THE CAUSTIC CUBAN TOUCH

Thirsty Americans are said to be flocking to Cuba despite the ominous warnings of American hotel-keepers against its evils.

—*La Politica Comica* (Havana).

> "This agreement is void, because it violates the Constitution, disregards the Senate, and does away with the most elementary rules of international respect. The Government is assuming the rôle of a near-policeman for the United States, and is going beyond all the limits of decency by helping to enforce in the Republic of Cuba an internal law of the United States, which does not affect us and with which the immense majority of the people of the United States disagree."

This newspaper contrasts the reported agreement with the wide-open conditions on the boundary-line between the United States and Canada, and also with the special rules applying to the Panama Canal Zone. Yet Cuba's grievances are not limited to the handling of the Prohibition problem, and this daily relates that the American Legation is constantly seeking permits from the Secretary of the Treasury for importing material and supplies to the naval base at Guantanamo, tho this is specifically forbidden by the laws of Cuba. According to *La Discusion* "the encroachments have become too frequent to go longer unnoticed, and we are anxious to have the matter reach the great American public, as it may help to clear a growing misunderstanding between the United States and Cuba." The subject is treated satirically by the Havana *Politica Comica*, which alleges that the large real-estate owners of Florida and the hotel-keepers in Miami try to keep prospective travelers to Cuba from making the voyage by reporting that the Cuban Government is establishing Prohibition. This humorous weekly continues:

> "On a clear day promenaders on the Malecon can see the huge billboards on the American mainland erected to warn puritan youths and maids to keep away from the devilish Island of Cuba, the last resort of sinners. But to the great despair of preachers and moralists the notice seems to have had little effect on the throngs of visitors arriving. Only two cases of canceled trips are reported; one was that of a man who died as the result of drinking some made-in-America near-whisky; and the other was that of a man who was afraid if he were to set foot in a free country like Cuba, he would never be able to go back home."

UNCLE SAM'S "HOLD" ON NICARAGUA

"AFFIRMATIVE POLICIES" of the United States in this hemisphere, as pronounced by Secretary of State Hughes in his address before the American Academy of Political and Social Science, gathered at Philadelphia in celebration of the centenary of the Monroe Doctrine, link interestingly with the remarks of some Latin-American publications on what they call Uncle Sam's "hold" on Nicaragua. Mr. Hughes, as reported in the press, said that "apart from obvious commercial considerations, the adequate protection" of the Panama Canal and "its complete immunity from any adverse control is essential to our peace and security." He declares it is our policy in all circumstances to safeguard the Panama Canal, and that:

> "We could not afford to take any different position with respect to any other waterway that may be built between the Atlantic and the Pacific Oceans. Disturbances in the Caribbean region are therefore of special interest to us, not for the purpose of seeking control over others, but of being assured that our own safety is free from menace.
>
> "With respect to Cuba, we have the special interests arising from our Treaty and our part in the securing of her independence. It is our desire to see her independence not weakened, but safeguarded, and her stability and prosperity assured. Our friendly advice and aid are always available to that end."

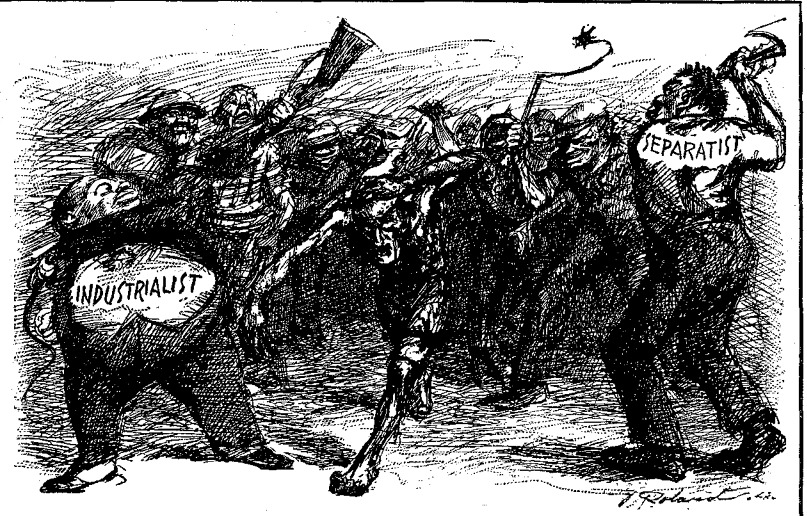
According to some Latin-American publicists, surveys made of the Nicaraguan project have convinced many that it is far more desirable than the Panama route. But they say that the work has been delayed partly because of the war, and partly because those in favor of the Nicaragua route have failed to rouse public sentiment in the United States in favor of it. However, these Latin-American writers point out that the "hold" of the United States on Nicaragua is as complete as its "hold" on Panama. In fact, they say, it is even tighter on Nicaragua in so far as finance is concerned, because the Treasury of Nicaragua is "under direct supervision of an American, who receives the taxes and customs receipts on behalf of two American banking houses." According to the Havana *Cuba Contemporanea*, strategic and historical motives are Uncle Sam's defense for such economic intervention, and this review reminds us that:

> "The danger zone of the United States from 1776 to 1901 was Cuba, and history shows us that the whole political struggle of the United States was an uninterrupted endeavor toward the pacification and protection of Cuba, which by its proximity to the coast of the States was considered an undesirable neighbor as long as Spain dominated it. To-day, however, the situation has changed, and, strangely enough, it was an incident of the Spanish-American War which enlightened the path of American statesmanship and of the American nation. The hurried trip of the U. S. S. *Oregon*, steaming down the Pacific and joining the American fleet in Cuban waters at a very high expenditure and enormous risk, demonstrated the urgency of having a short passage between the two oceans. From that day, the Panama Canal was born, and a complete change of policy was dictated to the State Department by the logic of events. From an isolationist tendency during the nineteenth century, came a sudden turn to

the realization by the United States that *Mare Nostrum*, as many Pan-Americans like to call the Caribbean Sea and coast encircling it, is all more or less influenced by the Great Republic."

The need of secure transit between the two oceans as indispensable to the United States, is reluctantly admitted by *El Espectador*, of Colombia, and *El Cronista*, of Honduras, which heretofore have shown little sympathy toward the construction of a canal through Nicaragua. *El Cronista* observes:

> "One of the great problems facing the United States is the construction of the canal through Nicaragua. The issue, however delicate, can not remain obscured indefinitely, when the fate of the nation and her security are at stake. Satisfactory as the Panama waterway may seem to inexperienced observers, recent Congressional investigations confirm the fact widely known among us that Panama can not be protected, and the Canal which cost hundreds of millions is at the mercy of an air attack. A couple of well-placed bombs would suffice to destroy the locks and dry up the artificially formed lake of Gaton."



A DUTCH VIEW OF GERMANY

The unhappy plight of the German worker.

—*De Notenkraker* (Amsterdam).

The Congressional Committee to which this Honduras newspaper refers was accompanied by Secretary of the Navy Denby when it visited the Panama Canal some months ago, and press dispatches at the time indicated that most of the Congressmen were imprest by the vulnerability of the canal. *El Espectador*, of Colombia, flatly declares that it is only a question of time when the Nicaragua Canal will be built and will "take the place of the Panama Canal." It adds that "turbulent political conditions in the Isthmus have no bearing on this issue, which the most ardent Unionists in Central America accept as a *fait accompli*." The failure of the five nations of Central America to establish a unified republic is due, we are told, to the special position Nicaragua occupies by treaty with the United States, on account of which her sovereignty is questioned by her sister republics. This Colombia newspaper goes on to say:

> "Since 1912, the United States have maintained a guard of Marines to protect the American Legation at Managua. Such, at least, is the official version, but as a matter of fact, the American garrison has been a powerful factor in the internal politics of Central America and its continued presence has been taken as a sign that the United States would oppose any attempt of union between the countries of Central America, because any such attempt could not be put through without political activities and changes of the kind prohibited since the day the American Marines entered Nicaragua."

To *El Espectador* it seems that the United States would gain more by having confidence in the natural guardians of the proposed canal, the Central American nations, and it says:

> "Unity of customs tariffs, centralization of governments, cessation of the armed peace, elimination of armies, kept up only to show off to the neighbors, and substituting for them a Federal army in proportion to the population, which would be available at all times to protect the proposed canal—these are a few of the advantages the United States would reap, if it approached the Central American problem from the right direction. To give proof that the United States is not averse to the consolidation of the separated States of the Isthmus, it must withdraw the American forces at an early date."

GERMAN DISSENSION IN GERMAN EYES

THE PARADOX OF GERMANY even to certain German writers lies in the country's internal dissensions at a moment when it should present a united front to the outside world. In *Die Neue Rundschau* (Berlin) Emil Ludwig points out that while on the one hand there is evident a growing spirit of separatism in the different States of Germany, on the other, there are signs of saner vision. These clear-sighted men, he says, are the "champions of new ideas, in a word, the true German patriots," who are crying from housetops the necessity for a coalition of all the provinces of the Reich, of a great united Germany which "should serve as the first step toward attainment of the ideal so much dreamed of and so much spoken of in the West, namely, European unity." This German commentator goes on to say:

> "Having in mind the facts and phenomena of history, it becomes apparent that the different States of Germany are laboring at progressive destruction of their country by prolonging and intensifying their internal differences. It is a melancholy reversion to the Middle Ages in the days of the dark and bloody rivalry between Frederick Barbarossa and Henry, the Lion, Duke of Saxony.
>
> "Germans now should not be giving ear to the voice of hatred and of war, but rather should harken to the ancient and wise words of Baron de Stein. The welfare of the Fatherland does not consist in lining up Prussia against Saxony or Bavaria, nor can it thrive on a renewal of quarrels and conflict which are not only murderous but endless in their rise from a narrow and selfish policy of feudalism and regionalism."

All things considered, Mr. Ludwig believes that the Germany of the days of Bismarck was "better than the Germany of to-day," and he argues as follows:

> "The Germany of those days was bent under a yoke, that must be admitted, but, at least, it presented a picture of material unity and mighty morale. On the other hand, the present Germany offers a spectacle of chaos.
>
> "Are there men on the other side of the Rhine who are able to comprehend a political and human horizon vast enough so that their gaze is not halted by the boundaries of the Reich, and so that they do not illude themselves by coloring their nationalistic tendencies with the bright name of internationalism? Words are worth only as much as the thoughts they translate, or rather reflect with greater or less fidelity. We take full note of the *Unionist* declarations of certain advanced German writers, who are well informed and sometimes eloquent. We ask nothing better than to cooperate with them in the establishment of a strong and united Europe. But the facts of the situation must agree with the principles of these men if we are to follow those new paths, which on the other side of the Rhine and elsewhere, are said to lead to the foundation of a lasting peace through the common effort of the future confederated States of Europe.

As to Separatist conditions in the Palatinate, Cologne dispatches report that fifteen representatives of the larger towns have personally visited the Allied representatives, including the British representatives on the Rhineland High Commission at Coblenz, to protest against the terrorism said to be exercised by the Separatists in the Palatinate. We read then:

> "Telegrams from there state that the Separatists have arrested and expelled a number of local officials from Landau. The Chief

Burgomaster and another official have been sentenced to heavy fines and terms of imprisonment by a French court-martial, which is stated to have held them responsible for the garrisoning of public buildings by citizens to repel Separatist attacks. The deportees of the Separatists are, it is stated, to be sent across the frontier by the French.

"Considerable indignation is exprest that the Rhineland High Commission should have called upon the German authorities to pay compensation amounting to 50,000 gold marks to Herr Smeetz, the Separatist leader, who was dangerously wounded by an unknown assailant nearly a year ago, and to the widow of his secretary, who was murdered at the same time. Smeetz is regarded as being a traitor to the Reich, tho a fairly harmless one, and had actually been sentenced to several months' imprisonment for libel, tho the Rhineland Commission prevented the sentence from being carried out.

"The present demand of the High Commission was handed to the German Oberpräsident of the Rhine Province, in Coblenz, for transmission to Cologne, presumably because the British representative does not concur in the demand.

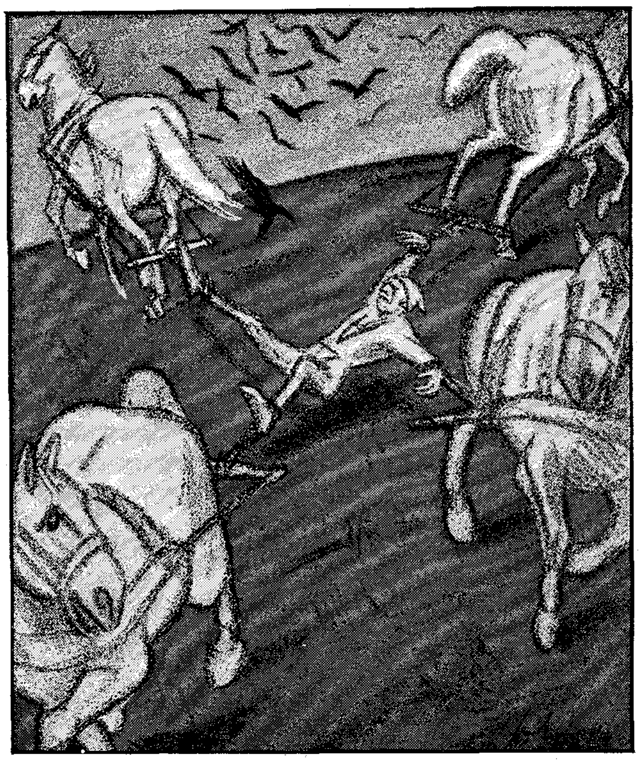
"The German authorities in Cologne have refused to comply with the French demands, but it is believed the French are ready to seize property in their own zone to enforce compliance with their demands in the British area."

Another German view of what is wrong with the Reich appears also in the *Die Neue Rundschau*, from which we have quoted above, and its contributor, Rudolf Keller, makes a slashing attack on German industrialism. He charges that now everybody is beginning to open his eyes and take notice of the incalculable harm done to Germany by her magnates of coal, metals, and of shipping. He assures us that:

"The power of the great industrialists in Germany is much to be feared to-day because linked up with the force they can exercise through their money is consummate tactical cleverness and an acute and subtle sense of facts and eventualities. They are peers in trickery, and the more dangerous in that they are so rich and so united. Their autocracy, or rather their plutocracy, does not date from yesterday. It was flourishing in broad daylight and full freedom at the end of the past century.

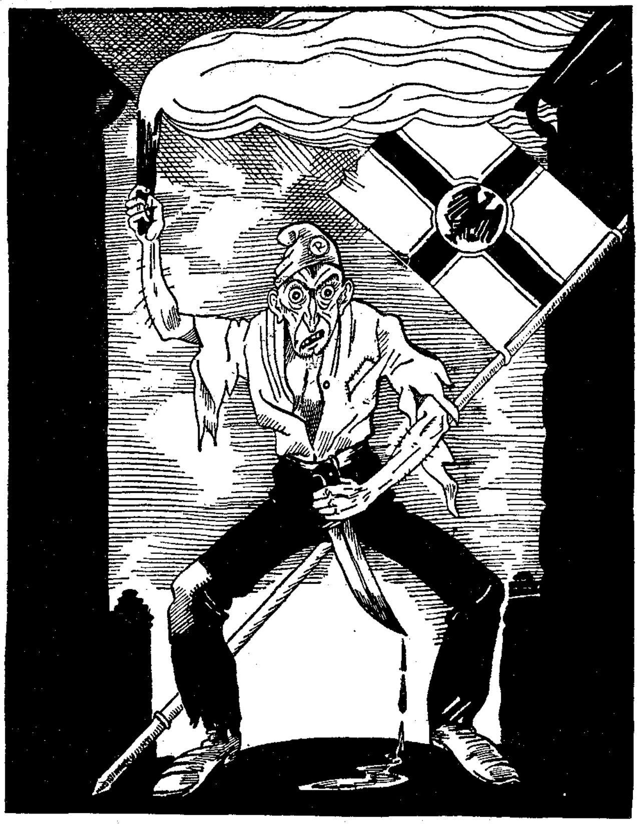
"But before 1900 the German industrials were democrats and fought the conservative parties in order the better to accomplish their plan of organization and to construct the famous canal from the Elbe to the Weser. To-day Stinnes and his staff of generals surround the parties of the Right with the solid walls of their gold and their capital.

"The German plutocracy is responsible for all the ills of Germany. It has not only weighted down the very breast of the country with odiously excessive prices, but it has also alienated the good-will of England and of the neutral nations by its enormous errors in international politics."



HOW THE POLITICAL PARTIES ARE HOLDING GERMANY TOGETHER

—*Simplicissimus* (Munich).



A POLISH THRUST AT GERMANY

"Either let me off the reparations, or I will run amuck in Europe."

—*Mucha* (Warsaw).

In contrast to the charges by German writers of different party affiliation that their party opponents are responsible for Germany's plight, we have an official statement given to representatives of the foreign press in Berlin by Chancellor Marx. He attempts to show that the Government is moving along constructively and is seeking the cooperation of the people. Incidentally he thanks the nations that have shown charity toward Germany in feeding her children, and asks for a continuance of such help. To these Berlin correspondents, he is quoted as saying:

"You witnesses of the situation of Germany can describe it as it is. It has never been worse. We are at the end of our resources from a financial and economical standpoint. I make no secret about this, but rather wish to have the German people thoroughly appreciate it.

"We must exert every energy we possess in order to avoid further disaster. We must practise the strictest economies. The measures we have taken along this line with regard to civil employees are cruel, and provoke protests from all concerned. But this cruelty of the Government is unavoidable. . . .

"On the other hand, by fiscal legislation we shall make what shifts we may, but without a solution of the question of reparations, all economies and all taxes are of no purpose.

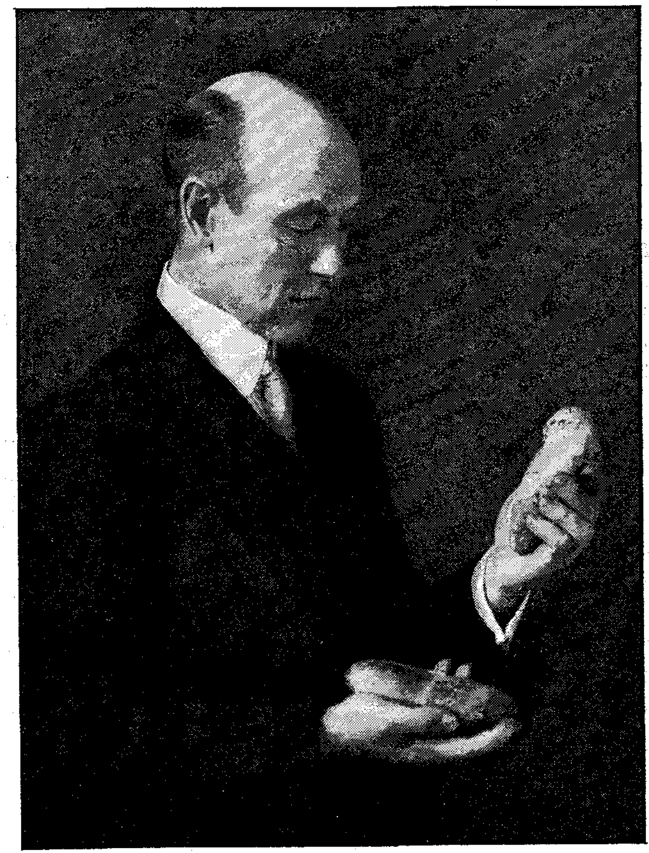
"We wish to meet our obligations and to pay positively all that we can; but our ability to pay is much reduced. . . . We are moving toward the obtainment of credits and loans. Our distress is such that we are obliged to have recourse to the charity of foreigners. We thank all those who have already come to our help and have fed our children. We again ask the aid of charitable organizations, having as excuse the depth of our misery.

"It is my intention, I should also say, to get in touch with the League of Nations, of which I have always been a supporter. At the same time I must add that Germany can enter the League of Nations only if it is a League of Nations in which all members are on an equal level."

SCIENCE - AND - INVENTION

HOT-STORAGE EGGS

THE OLDEST EGGS IN THE WORLD were preserved, long but very good, not by cold, but in the burning sands of the Gobi desert, where they lay for a period estimated at ten million years—a record for hot-storage that it will take cold-storage several eons to surpass. They were laid by a dinosaur and were recovered by the American Museum of Natural History's third Asiatic Expedition. Roy Chapman Andrews, its leader, tells the story of this remarkable fossil find—perhaps the most unusual and interesting in scientific history—in an article entitled "Where the Dinosaur Hid Its Eggs," contributed to *Asia* (New York, January). The expedition found also, in the same locality in Mongolia, one of the most extensive deposits of reptilian skeletons ever unearthed by geologists. Mr. Andrews's speculations about how they came there, and in particular about how such fragile objects as eggs came to be preserved, are contained in the following excerpts. In his own words:



Copyrighted by ASIA Magazine and the American Museum of Natural History

"EGGS IS EGGS"—

But "these were laid by a dinosaur" ten million years ago, says Roy Chapman Andrews, here shown handling two of the remarkable fossil remains he tells about in the accompanying article.

"Ten million years ago, a goblin-like creature stood on the edge of a shallow basin in what now is called Mongolia. Its great round eyes stared unblinkingly from a thin, hatchet face, ending in a hooked beak. Its head sloped up and back into a circular bony frill, which formed a solid armature over the slender neck and almost covered the shoulders. Low in front and high behind, with its ten-foot body ending in a thick tail, it seemed like a horrid, nightmare fantasy. It gazed across a fertile upland with lush grass, where forest patches broke the sky-line and dotted the open savannas with islets of vivid green. Slowly it waddled down the slope and settled itself into the sand. And there in the hollow it left ten elliptical white eggs, fated, tho warmed by the sun's rays, never to be hatched.

"But it and its kind laid other eggs, which did hatch, and they lived their allotted span and died. They never could know that their progeny, after thousands of generations, would wander into Siberia, cross the land-bridge to America and spread inland from its western coast.

"It was on a brilliant day of midsummer, ten million years after the reptile had made its nest in the sandy hollow, that we pitched our tents on the rim of a great depression just above the spot where the eggs were laid. Since that far, dim day when they were left to be hatched by the Cretaceous sun, hundreds of feet of earth had drifted over them and, through the action of wind, frost and rain, had been worn away again, leaving them half exposed. Some showed only as bits of broken shell, but four remained intact. They were no longer white; during their long entombment they had changed to a delicate brown.

"The dinosaur that laid the eggs never would have recognized the surroundings of the nest could it have seen them in 1923. A great depression a dozen miles in width and more than that in length had been scooped out of a plain as hard and smooth as a tennis-court, which swept in gentle undulations to the base of the Altai Mountains, thirty miles away. The plain dropt abruptly into the basin, its edge a vast complex of ravines and gullies, red battlements and rounded turrets. Sheer walls and gigantic chimneys stood isolated on the sandy floor like the ruins of a war-swept city. Among these wandered two humped camels, and sheep drifted in snow-white patches over the green reaches of a dying lake-bed.

"It was a great day for the Third Asiatic Expedition when we arrived at the red-beds this year. It was impossible to keep the enthusiastic fossil-hunters from immediately exploring the fascinating basin that lay below them.

"One by one they wandered down the steep bluff, and soon they all were scattered among the ravines and along the sides of the sculptured buttes. In less than an hour Albert Johnson reported the discovery of a large white skull. In a few moments Kaison hurried up the slope for his collecting materials, and, when we gathered about the dinner-table in the mess-tent that evening, every man had begun to excavate a dinosaur skull.

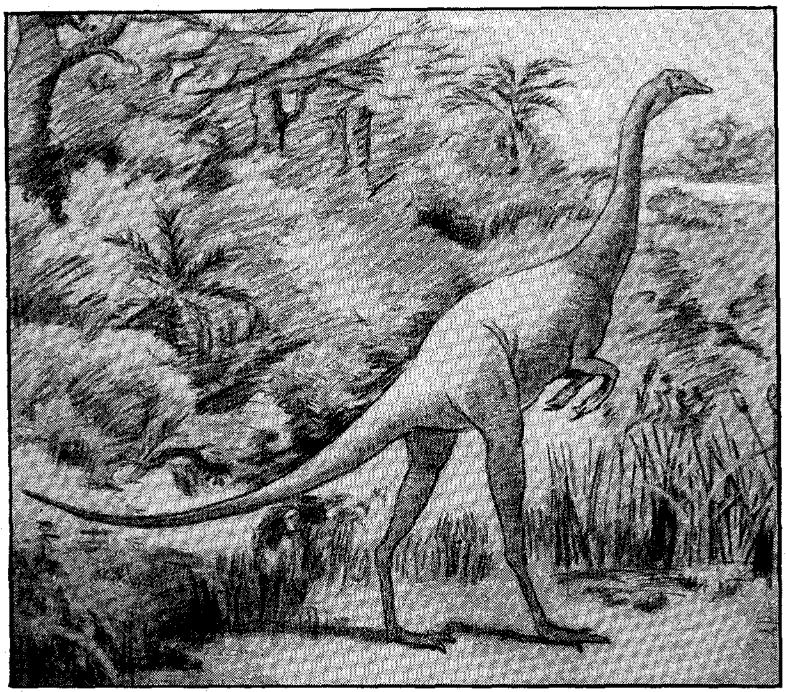
"Our real thrill came on the second day, when George Olsen reported at tiffin that he was sure he had found fossil eggs. We joked him a good deal, but nevertheless all of us were curious enough to walk down with him after luncheon. Then our indifference suddenly evaporated; for we realized that we were looking at the first dinosaur eggs ever seen by a human being. That they must be those of a dinosaur, we felt certain. True enough, it never was known before that dinosaurs did lay eggs, but, since most modern reptiles are oviparous, it was considered probable that their ancient ancestors followed this method of reproduction.

"These eggs could not be those of a bird. No birds are known from the geological horizon in which the eggs were found, and the elongate shape of the eggs is distinctly reptilian. A bird's egg usually is much larger at one end than at the other, because it is deposited in a nest, from which it might roll out unless it revolved on its point. Reptile eggs, which often are buried in the earth or sand, usually are elongate and similar in shape to the specimens that we found. These eggs were in a great deposit full of dinosaur skeletons and containing, so far as we could discover, no remains of other animals or of birds.

"Three of the eggs lay in a cluster and evidently were in the exact spot where they had been deposited by the dinosaur. The broken shells of several others were partially embedded in the rock. Just under a low sandstone shelf, beside which they were lying, we could see the projecting ends of two others. While all the members of the Expedition were on their hands and knees about those ten-million-year-old eggs, George Olsen began to scrape away the loose rock on the summit of the shelf, and to our amazement he uncovered the skeleton of a small dinosaur, lying eight or ten inches above the eggs. Was it the reptile that had laid the eggs, or was it a predatory dinosaur that had come to feed upon them? We can not tell, but we like to think that some sudden catastrophe overtook the animal when on a visit to its nest."

Mr. Andrews believes that the eggs were buried in fine silt or sand, suitable for the preservation of delicate objects. This place may have been low ground, over which the waters of a river would spread during flood-time, but running-stream action could not have taken place here or the eggs would have been rolled about, separated, and broken. He prefers to think that they were buried in light sediment carried over them by the wind. The first specimens found are about eight inches in length and seven inches in circumference. They are rather more elongate and flattened than is usual in the case of modern reptile eggs, and very much longer than the eggs of any known bird. He goes on:

"The preservation is beautiful. Some of the eggs have been crusht, but the pebbled surface of the shells is as perfect as if the eggs had been laid yesterday instead of ten million years ago. The shells are about one-sixteenth of an inch thick, and probably were hard and not membranous. Fine sand has filtered through breaks, and the interior of all the eggs is solid sandstone. In the photographs the bits of broken shell partially embedded in the rock are plainly to be seen, and it needs no stretch of imagination to realize that the objects pictured are really eggs. In fact, we tried our best to think of any geological phenomena that could have produced a similar result, but try as we would, we could never get away from the fact that 'eggs is eggs' and that these were laid by a dinosaur.



Courtesy of the American Museum of Natural History

HOW THE DINOSAUR PROBABLY LOOKED

As pictured by E. F. Christman.

"A few days after the first discovery five eggs were found in a cluster. Albert Johnson also obtained a group of nine. Altogether twenty-five eggs were taken out. Some of them, as in the case of the original group, were lying upon the surface of the ground, exposed by the erosion that had worn away the sandstone in which they were embedded; others were enclosed in the rock, with only the ends in sight. The eggs in Johnson's clutch were considerably smaller than the original lot and were unbroken. They may have been laid by a 'pullet' dinosaur, and the large ones by a full-grown 'hen.' Or they may be the eggs of an entirely different species.

"Most interesting of all was the fact that in several of the eggs that had been broken in half we could plainly detect the delicate bone of the embryonic dinosaurs. Never before in the history of science has it been possible to study paleoembryology! Not only did we discover the eggs, but we obtained during our five weeks in this locality a complete developmental series of *Protoceratops*. Baby dinosaurs, which probably had been hatched only a few weeks, and others in all stages of growth up to the adults ten feet long, with completely developed frills and incipient horns, were added to our collection. When these are placed in series, from the eggs to the giant triceratops that has just been mounted in the American Museum of Natural History, it will be an amazing exhibition of reptilian evolution. No other spot on earth has yielded such a quantity of specimens and such unique material as this sandy basin in the center of the Gobi Desert.

"There must have been some reason for numbers of dinosaurs to gather at this place. There may have been a pool or a shallow lake where they came to drink. Or it may have been a feeding-ground with particularly rich vegetation, which would have attracted great numbers of reptiles. It seems improbable that the animals were overcome by a sudden catastrophe. It is certain that the reptiles were not buried all at one time. In fact, thousands of years may have elapsed between the periods when those found at lowest and at highest levels died.

"We were ready to leave the red-beds on August 12. Even tho we had been there for five weeks, specimens were still being discovered, and each one seemed finer than the last. We had to stop somewhere; for apparently there was an inexhaustible supply of specimens in the wonderful basin. From that one locality our collection numbered sixty cases of fossils, weighing five tons. It included seventy skulls, fourteen skeletons and twenty-five of the first dinosaur eggs ever seen by human eyes. As Granger and I looked for the last time upon the glorious spires and battlements of the red-beds, we felt that the desert had paid its debt."

CALIFORNIA'S SKULL NOT SO OLD—Anthropological experts of the Smithsonian Institution expect that scientific investigation by men trained in bone-study will prove that the age of the supposedly primitive skull found at Santa Barbara, California, has been greatly overestimated, we are told in Science Service's *Daily Science News Bulletin* (Washington). This expectation is based on long experience covering numerous finds of so-called primitive man on this continent. We read:

"Photographs and a complete report of the discovery of this so-called 'Santa Barbara' man are expected by the Bureau of Ethnology of the Smithsonian Institution in a few days. A telegram received from J. P. Harrington, language expert of the Bureau, who made the find, described it as of 'primitive type,' and in a statement alleged to have been made by him in Santa Barbara he is quoted as attributing to it greater age than the famous Neanderthal cave-man of Europe. The Neanderthal man lived, it is estimated, more than 25,000 years ago. The earliest human remains so far found in America date back only about three thousand years. This earliest American was found at Leland Stanford University. According to Dr. Ales Hrdlicka, curator of physical anthropology of the Smithsonian Institution, his division has for years investigated numerous reported discoveries of remains of prehistoric people of supposedly great antiquity. Only last month, he said, the bones of a race of prehistoric dwarfs were reported from New Mexico. Upon examination the bones proved to be merely those of young children. Leg-bones of mastodons, and other prehistoric elephants have even been attributed to a race of human giants by discoverers with a great deal of imagination. In 1916, near Vero, Florida, remains were found which for a time were thought to be those of a very primitive type of human being. Painstaking study led to the conclusion, however, that these bones were of the modern Indian type. Some skulls known to be those of Indians who have recently died show pronounced sloping of the forehead and high bony ridges over the eyes which the uninitiated might easily mistake for the European cave-man type. It is recalled here that before leaving for the West, Mr. Harrington declared that the Indians had been on this continent for 20,000 years. He based his estimate largely upon the differences developed in various Indian languages. The bone experts have found nothing to confirm the theory that Indians have been here so long."

ITCHING AND TICKLING

TICKLING ARISES FROM PRESSURE; itching from the nerves of pain. This is the conclusion of Prof. M. von Frey, of Würzburg, Germany, who has recently published some new observations on the physiology of tickling and itching and the relation between tickling and sensations of contact and pressure. Says a reviewer in *The Lancet* (London):

Copyrighted by ASIA Magazine and the American Museum of Natural History

THESE ARE THE EGGS THE DINOSAUR LAID IN A MONGOLIAN DESERT

And when American explorers found them, two lay broken and fossilized, but with the pebbled surface of the shells "as perfect as if the eggs had been laid yesterday, instead of ten million years ago."

"An appropriate method whereby the sensation of tickling may be induced is to draw a pig's bristle along the skin of the forearm. To excite the sensation of itching press a pointed bristle on the skin and maintain the pressure on one and the same spot. The two sensations are quite distinct. The mechanical stimulus exciting the sensation of itching can not be diminished much under half a gram, if it is to be effective, while sensation of tickling can be induced when the pressure is reduced even to one-twentieth of a gram. The tickling sensation, such as is produced by the bending of a hair or deformation in the region of a pressure spot, rapidly fades or subsides, a phenomenon characteristic of the terminations of pressure nerves. To maintain the sensation of tickling, the stimulus must be carried along the skin. For itching, however, the stimulus must be maintained at one and the same spot, and the sensation once induced remains for a long time at the affected spot. Different also are the after duration and the reflexes associated with the two sensations. The itching sensation in general outlasts the duration of the stimulus, which can hardly be said of tickling excited by weak stimuli. The reflex associated with itching is the scratch reflex, that with tickling is shuddering or even shivering, and not laughter as is so generally assumed. If the pain nerves be paralyzed, it can be shown that tickling is not due to excitation of these, for the sensation can be evoked after they are paralyzed. In spite of the distinctive characters of the two sensations, confusion and admixture are not infrequent, and long-continued titillation may give rise to results which are very complex and may be associated with the sensation of itching. Both sensations tend to extend beyond the spot stimulated, and both lead to reflex vascular effects. The physiological effects in both processes are not essentially different, and the psychological effect is chiefly dependent on the direction of the attention to the phenomena. If this is directed to the external stimulus, the sensation of contact arises, but if to the part tickled, the sensation of tickling arises."

SAHARA'S LESSON FROM AUSTRALIA

IRRIGATION FROM ARTESIAN WELLS, which has reclaimed much of the Australian arid lands, and which is not unknown in our own dry Southwest, may be the ultimate salvation of the Sahara, thinks Charles Destrée, who writes on the subject in *Le Quotidien* (Paris). Mr. Destrée believes that what Australia has done should teach his own countrymen a lesson in energy and perseverance, while serving as a needed example of method and organization. We read:

"Australia is a truly marvelous country. Nature there displays peculiarities that would seem almost to be the product of human imagination. Not only are there white eagles and black swans, and non-barking dogs with wolves' heads and foxes' tails; not only does the salmon fish for itself in the rivers and the perch in the sea, but the barometer rises before rain and falls to foretell fine weather. Here, also, we find deserts that the genius of man has made fertile.

"There is little rain in Australia. The sea winds saturated with moisture deposit it on the mountainsides and thus are turned into scorching blasts. On the other hand, as the mountains are low, the river system is slight and unimportant. The continent, thus deprived of water, is largely desert. The necessity of obtaining water thus forces itself upon the colonists.

"They began by the rational utilization of lakes and rivers, and they built wherever possible reservoirs to store up the water for distribution in drought.

"But the insufficience of the surface water made it imperative to investigate and use subterranean supplies. These exist in sheets under the desert sands, where natural artesian wells sometimes bring them to the surface and create an oasis.

"The problem is to locate the water-bearing strata.

"In a recent communication to the Academy of Sciences, Mr. Edward Imbeaux, chief engineer of bridges and highways, analyzes a report of Mr. Longly who, during the war, directed the water service of the American Army in France, and who has since accepted the direction of the Australian Water Department.

"The Australian territory is divided into eight principal artesian basins, covering a surface of approximately 472,000 square miles. The first artesian well was driven in 1888 at Blachall, and in 1904 there were 1,112 in all Australia. Ten years afterward there were 3,000; while to-day 4,426 borings, of which 1,635 are spouting, 1,651 non-spouting, and the rest under construction, furnish the Australian soil with fertilizing water that gives its abundant riches.

"The effort made thirty years since by the Australian colonists carries a lesson and an example—a lesson of energy and perseverance; an example of organization and method. We must assimilate the one and follow the other.

"Between the plateau of Barbary, the Atlantic Ocean, Sudan and Senegambia, we also have a vast extent of desert region—the Sahara, regarding which we may perhaps adopt a rational plan of development. Of course, when the geology of such a region is unknown it is impossible to make forecasts; we must experiment; that is to say, use the necessary machinery and not hesitate to make borings in what would seem to be the most favorable places.

"We should also note that, as with the Australian railroads, the Transsaharian, whose plans will be brought before Parliament shortly, will probably use underground water.

"So we shall perhaps see, some day, the Sahara, that inhospitable and abandoned region, wake to life, fertility and riches."

CIVILIZATION SELF-DESTRUCTIVE

THAT CIVILIZATION, LEFT TO ITSELF, always acts to weaken and degrade a race, because it tends to preserve the unfit as well as the fit, and that the only hope of the world is to keep the unfit from breeding, is the contention of Albert Edward Wiggam, writing in *Strength* (Philadelphia). Mr. Wiggam believes that civilization is self-destructive, and he quotes President Stanley Hall as saying: "Man has not yet demonstrated that he can remain permanently civilized." We have apparently sufficient strength and intelligence to create a civilization, but not enough strength and intelligence to keep it going. Historians, statesmen and economists have said that this is due to changes in economic and political conditions. Markets shift, or moral paralysis settles down upon the people, so that their daring and enterprise decay. There is no question that factors of this type have always been present, but historians have not inquired why political and economic conditions became so bad or why markets have been taken by other nations. Mr. Wiggam goes on:

"Some have claimed that nations go through a period of youth and vigor, followed by a long period of maturity; that then old age and senility set in and finally death follows.

"But at last biologists have come forward with evidence in favor of a new explanation. Let us suppose that a farmer has two bushels of potatoes of equal size, vigor, and freedom from disease. He plants one bushel in rich, mellow soil, and the other in hard, sterile soil. Beyond question the first season those in rich soil will yield both more potatoes and much larger potatoes.

"The results are so unmistakable and so immediate that he fails to inquire what has gone on inside the potatoes themselves.

"The next season he plants all of those raised in rich soil in the same sort of ground and those from poor soil he plants again in poor soil.

"At the end of a few seasons he begins to suspect that something is going wrong with his stocks. He finds among the seed from rich soil that there is an enormous number of little potatoes. The average size is greatly reduced. He also finds dry-rot, altho the ones from the poor soil seem unaffected. He concludes that his soil must be deteriorating and that he has not expended enough time and energy in cultivation.

"The farmer, therefore, buys expensive fertilizers and redoubles his effort at cultivation. He observes that those grown in poor soil remain small, but they are unaffected by disease and still seem vigorous. His fertilizers seem only to promote disease in his rich-soil potatoes, and to increase the numbers of small and puny ones.

"Next he plants a large sample of his rich-soil lot in the poor soil, and transfers those bred in the meager ground to the rich and stimulating environment.

"To his amazement, the whole picture is instantly reversed. The potatoes from the poor soil leap up in all their original vigor and even exceed his original planting of years ago. They are all healthy and of great size, while, on the other hand, those taken from the comfortable environment and put into the hard, forbidding soil scarcely survive at all.

"At last there dawns upon his mind by this expensive experience a new experiment. From the new lot, grown in rich soil, he selects only the finest, healthiest, and largest specimens for seed, and uses the balance for food or for the market. The next season he tries his selected seed in his most luxurious soil and gives them every possible care and nourishment. When the harvest comes he finds himself richly rewarded for his use of intelligence. His selected specimens are the largest and finest he has ever grown.

"Now, in their breeding qualities men and potatoes are exactly alike. Human beings in a state of savagery are in the same situation as the potatoes that were planted in hard, sterile soil. Every potato in such soil has to fight for its life. The weaklings never get above the ground, or if they do they are killed off. But in the rich soil all sorts of potatoes survive, and they also rear offspring. The strong are in time crossed with the weak. Thus weakness is spread. Feebleness and disease perpetuate themselves.

"Just so, when men are in savagery and barbarism they progress constantly in their physical, mental, and moral qualities. Barbarism is the only process by which men have ever progressed in their natural inborn strength of body and mind; and civilization is the only process by which mankind has ever grown organically weaker. Civilization is thus the most dangerous enterprise upon which man has ever set out. In the days of his savage state, nature was looking day and night for the weak spot in every man's armor, and without mercy took her toll.

"But what happens when men become civilized? I can best answer this question in the words of Prof. Karl Pearson, who said to the British Medical Association: 'You are enabling the deformed to live, the blind to see, the weakling to survive. In our institutions we provide for the deaf-mute, the blind, the cripple, and render it relatively easy for the degenerate to mate and leave their like. In the old days, the hand of nature fell heavily on the unfit. There were no doctors to enable them to limp through life, no charities to take their offspring or provide for their own necessities.

"'To the honor of the medical profession, to the credit of our social instincts, be it said, we have largely stopt all this. We have held out a helping hand to the weak, but at the same time we have, to a large extent, suspended the automatic action whereby a race progressed mentally and physically.

"'What will happen if, by increased medical skill and by increased State support and private charity, we enable the weaklings to survive and propagate their kind? Why, undoubtedly we shall have a weaker race.'

"We are anti-Burbanking the human race at every point.

Copyrighted by ASIA Magazine and the American Museum of Natural History

A REMARKABLE FOSSIL FIND IN WESTERN MONGOLIA

This skeleton of an animal of the rhinoceros type is probably three million years old. It is here shown being uncovered by three members of the Andrews expedition: Albert Johnson (center), George Olsen (at the reader's left), and a Chinese member of the expedition called "Buckshot."

Burbank selects his best specimens for parents. There is no mystery about it. Farmers have done this ever since Eden. But in the human family, when civilized, we select our worst.

"As evidence that the human race is weakening by these processes designed to relieve human suffering, nothing is more serious than the enormous number of women who can not bear offspring without the aid of surgery. Power to give birth easily to their offspring is a characteristic of barbarian women. But by artificial methods we enable the thinly built, the narrowly developed woman to produce children as well as the woman who is born to be the mother of healthy children.

"If space permitted, I should like to go on and show other agencies at work tending to weaken the race through civilization. It is commonly believed that luxury in itself weakens the race. This is not true. It was not the luxurious soil which weakened the farmer's potatoes in any direct way. It was solely because the luxury of the fine soil enabled the little potatoes to survive and he foolishly saved all alike for seed. We do the same thing. But luxury works a further disaster in the human family which it does not work upon plants and animals. It sets up among the successful families—the ones who create the wealth and luxury, the inventions and institutions—social and political ambitions which they can not satisfy and, at the same time, rear their share of the nation's children. In this way the race dies constantly at the top and breeds constantly from the bottom."

At every point, Mr. Wiggam says, civilization defies nature. Polygamy becomes abhorrent to our moral senses. On the other hand, we set up high rewards for ambition, and thus sterilize our strongest and ablest men and women. Few can have their selfish desires gratified and have enough money left to raise children. Still further, we not only provide for, but encourage, the multiplication of the unfit. These three processes are at war with the stamina and virility of the race. He goes on:

"The question comes, finally, Can man remain civilized? Must he merely take a brief joy-ride and then revert to barbarism? The biologist answers emphatically, No. All he needs to do is to learn the lesson of the farmer, who selected his seed and found that rich soil and good environment gave incalculable rewards.

"Man must learn this simple but immense lesson from Mother Nature. We can not select parents as the farmer selects his plants and animals. But we can absolutely prevent the criminalistic, pauperistic, feeble-minded, insane and epileptic stocks from reproducing their kind. We can also bring about those customs, those ideals of home-building, marriage, family life, and social morality which will encourage our good, sound middle classes to marry early and produce families of healthy children."

Copyrighted by ASIA Magazine and the American Museum of Natural History

THE LARGEST FOSSIL SKELETON FOUND BY THE ANDREWS EXPEDITION IN MONGOLIA

Here is "Montana Johnson," expert fossil hunter, uncovering the ribs of a giant sauropod, which would have measured nearly eighty feet in length when alive.

WILL RADIO SEND US "BACK TO THE FARM"?

THE "BACK-TO-THE-FARM" movement has a powerful friend in radio, we are told by Bowden Washington, an expert in radio-engineering, writing in *What's in the Air* (Chicago). Man, says Mr. Washington, is gregarious—he hates isolation. Those who are behind the movement realize this human weakness, and appreciate that the popularity of the farm depends upon the opportunities offered for social intercourse in the thinly populated regions. He goes on:

"If more people are to be induced to live in rural districts, farm life must be made more attractive to them, and the greatest attraction is that afforded by intercourse with others. But, as soon as this grouping of people so necessary to social intercourse occurs, the locality ceases to be rural and becomes urban—a small town springs up, and the soil is occupied with the activities of the town, and later, perhaps, a city with its industries and closely grouped dwellings.

"From 1890 to 1920—a span of thirty years—the population of the United States grew from 62,000,000 to 105,000,000. During this time, practically one-half the people lived in urban territory—22,000,000 in 1900 and 54,000,000 in 1920. But the population of the rural territory in this rich country did not increase proportionately. Thirty years ago, 40,000,000 of the 62,000,000 population lived on farms. In other words, two-thirds of our population dwelt in rural regions. In 1920, less than half our people were living outside of towns—or approximately 51,000,000 were farmers.

"The above figures show only a 10,000,000 gain in population in rural territory, as against a 32,000,000 gain for urban districts.

"All wealth comes from the soil. This is not a new idea, but a vital one. We think of our nation as rich, and wealthy it is, but its opportunities for wealth are vast if more people could be induced to go 'back to the farm.'

"The 'back-to-the-farm' movement proposes to popularize the rural district, and great strides have been made with the help of science and industry. To-day domestic conveniences, such as home-lighting electrical units, running water and modern heating-plants, combined with the automobile, the talking-machine and good mail service, which brings the magazine and the newspaper, have made the farm-home more popular.

"But the human touch is needed. And this human touch is the gift of radio.

"The roads may be bad, with the movie show, the church, or the social miles away; the telephone lines may be down; and the mail-carrier unable to complete his circuit; but news and entertainment are always in the air, to be caught by the adequate receiving set, to inform, instruct and amuse.

"The great broadcasting stations are night and day serving the isolated farm with the world's best music, transmitting the voices of great men; world news, and the market reports so necessary to the modern agriculturist.

"It was recently my privilege to tour many of the Central-Western States, and from the speedy motor car and rushing train, I saw thousands of antennæ raised above prosperous farms, and in the homes I entered the familiar radio receiving sets were ever present.

"'Radio is as necessary as the automobile,' is the summation of a statement I heard everywhere.

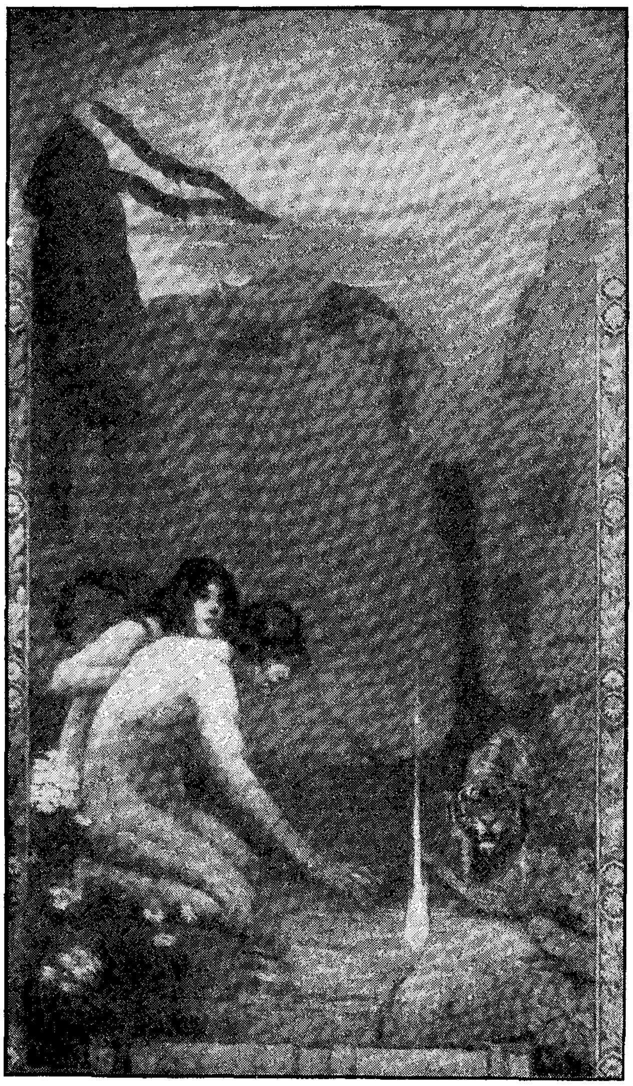
"We all know what the automobile has meant to the farmer, and we are now realizing that radio reception will serve an even greater need. If radio will aid the back-to-the-farm movement, as I honestly believe it will, then another great good can be laid at the door of this newest of arts."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE "BLUEBIRD" IN SCHOOL

"IT DOESN'T MATTER what you teach so long as you make it uninteresting." The irrepressible *Mr. Dooley* speaks here, with a wink that convinces you that he is hurling a bolt at the ideal that actuates a good many school-teachers. Mr. William McAndrew, an associate superintendent of the New York public schools, has found a Connecticut school-teacher who fulfils *Mr. Dooley's* literal, not implied, prescription. He saw "grave danger in allowing happiness to be an aim of school. He was for discipline. Life is no picnic. Children should be inured to unpalatable tasks. They should be trained to overcome inner resistance." This Puritanical creed is not supported by Mr. McAndrew in his article in the January *World's Work*, nor was it supported by a single vote in a poll of twenty-one "sample school-teachers." But for all that, the doctrine of happiness has been hard getting over in this land of ours. Mr. McAndrew recalls that the Founders of the Republic "did not propose happiness as an end, but said that government could secure to man only the pursuit of happiness." When they talked about "equality," "life," "justice," in all, "nine specific benefits," they were full of assurance; but for the final one "they slipt in here a doubt and reservation as if to say their plan could not comprise happiness, but only the chance to chase it." Mr. McAndrew found the "bluebird" in the schools of Greenfield, Ohio, and proceeds to tell us how the pursuit was accomplished there. Going to Ohio he began his inquiries at Chillicothe:



SERVING AS DECORATION AND ESSAY SUBJECT

A mural painting, "The Gift of Fire," set up by Brooklyn citizens in their Eastern District High School.

"'What is in Greenfield?' I said.

"'Well, principally,' the young man whom I asked replied, 'there is the school.'

"This was the answer of the various people I accosted on the train and in the little town itself. A man of sixty, who sold me my breakfast in Greenfield, said, 'Ed McClain built the school because he thinks folks ought to have a good time, without going to the devil for it. That's Ed. I knew him when he was a boy working in his father's harness shop. All the big rise in the world he's got ain't spoiled him none. He likes folks just as much as ever he did. He says to me "come on in; let's have a talk," just as he always used to.'

"After I had gone through the Greenfield school from top to bottom, I hunted up 'Ed' McClain and, schoolmaster as I am, was told 'come on in; let's have a talk.' I put up to him squarely the question, 'Who asked you to give this school?'

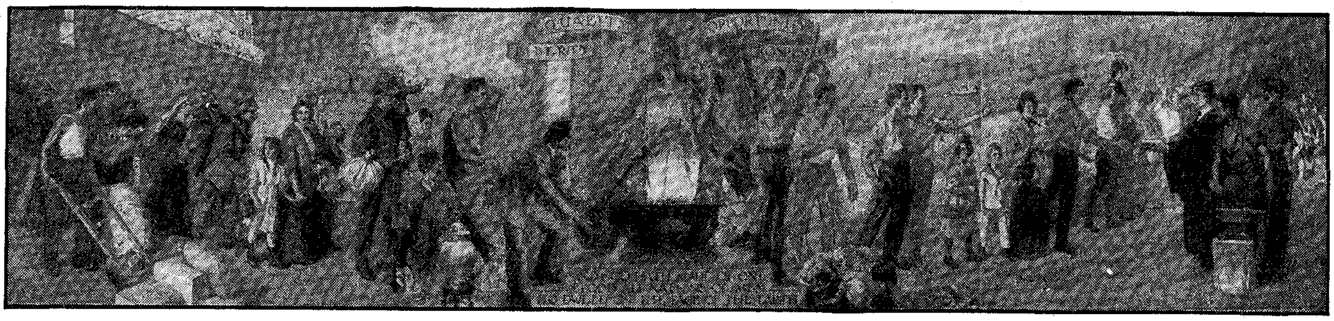
"'Nobody.'

"'How'd you happen to think of it?'

"'I wanted to give our folks something for a happy life. I thought of a church, a park, a library, a Y. M. C. A., and I concluded that a school would bring most happiness to the largest number for the greatest length of time.'

"For hours I had been within the walls of the institution which is this citizen's idea of a contribution to happiness. I had purposely gone there first to get impressions unflavored by any suggestion as to what the school was intended to do. The happy atmosphere is there. You can't escape it. All the things which the State of Ohio says a public school should do are being done. Around them and in them is an influence of enjoyment, refinement, courtesy, and cheer that makes one want to linger. Think of an art gallery of 165 masterpieces in a public school in a town of 5,000, every picture and sculpture with an artistic label under it. Think of the remarkable intelligence that decorates the woodshop, the forge-room, the laboratories, with paintings related to the activities going on there: Walter Shirlaw's 'Chemistry' and 'Physics,' 'Abbey's 'Spirit of Vulcan' and 'Science,' Taylor's 'Village Blacksmith.' In the cafeteria is Gutman's 'The Breakfast' and Fosbery's 'Supper.' Mrs. McClain told Harris, the school superintendent, she wanted the rooms 'brightened and adorned with the best.' They called in Theodore Dillaway, director of art in the public schools of Boston. The result is a collection so chosen and distributed as to insinuate the influence of art everywhere. Duckworth, the principal, says they use the different pictures as themes for the children to write about. Also the school gives weekly receptions to the public at which motion-picture shows, musical programs, recitals on the pipe-organ, lectures, debates, and other entertainment are offered, so that the influence of the art collection reaches a hundred times as far as if it were in a separate institution. The art motive does not end with this collection. The grounds disclose it as do the greeneries in the corridors, the decorated tiles at the drinking-fountains, the beautiful motto panels on the outside walls. The silent tuition of beauty has been secured everywhere. Harris, the school superintendent, says this was the idea of the donor, McClain. McClain says Harris is responsible for it. Duckworth says both of them and Mrs. McClain did it."

An amazing thing, says Mr. McAndrew, is the condition of the



A MURAL DECORATION IN THE SCHOOL AT GREENFIELD, OHIO

"We decorate our court-houses, where lawyers and criminals go; why not put beauty around those who are more susceptible to its influence?"

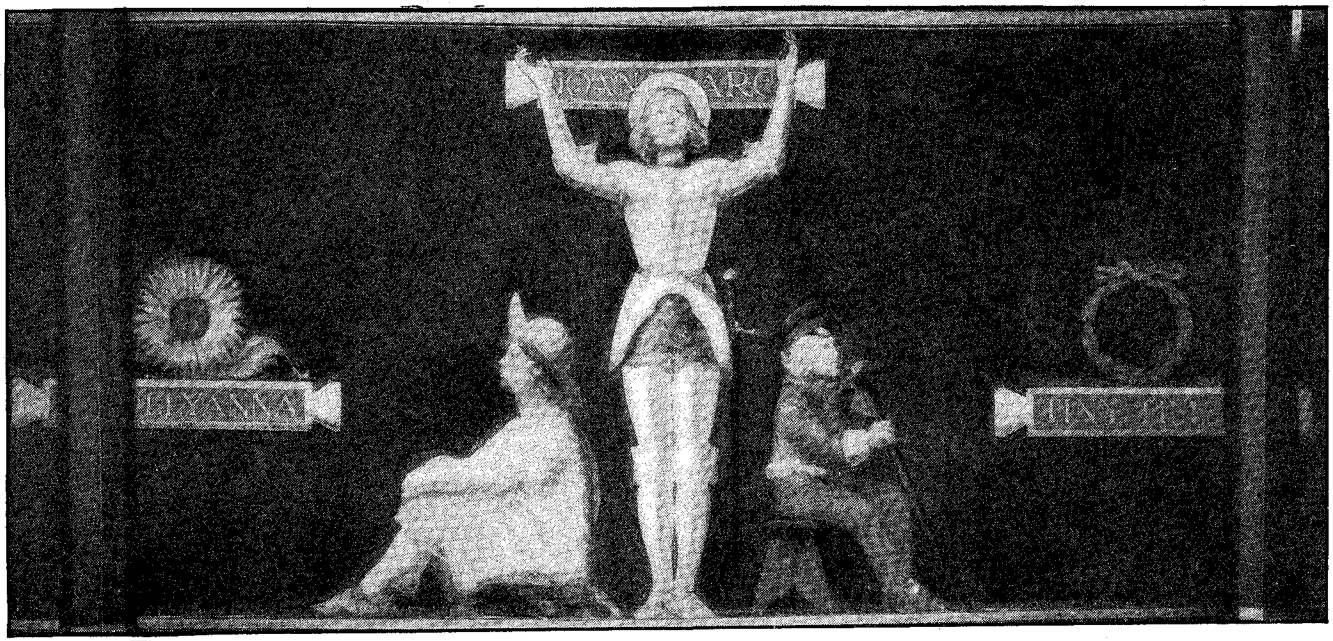
plant to-day. "For eight years children and adults have enjoyed continued use of it. You would think it was opened yesterday. Not a scratch is visible on the furniture. You could eat off the floor." Mr. McAndrew pointed out these facts to the donor, and this was the reply he got:

"Everybody mentions it. I knew these children would take care of what you give them. Some cautious people feared it was wrong to surround our youth with what they called luxuries. We decorate lavishly our court-houses, where lawyers and criminals go; we make very elegant capitols for our lawmakers; why not put beauty around those who are more plastic and susceptible to its influence? Don't you know how clever the Devil is to draw youth to his resorts with music, light, and beautiful surroundings? Why should the schoolmaster be expected to lure our boys and girls to the cold comfort of study in a barn? If you believe in America, put your belief into shape. If the Fourth of July orations about education being, as Lincoln said, the first consideration of the American people, mean anything, let's show it. Let's not have the movie theater and the dance-hall the handsomest houses in the town, let's not put all our beauty into the bank building; but let's make the church and the school the handsomest, happiest assets we have. You say you found our children remarkably courteous and very careful of the building. They are more than that; the influence of their surroundings gets into their minds and awakens their powers. They walk away with the State prizes in writing, in speaking, and in athletics. Name me any excellence you think public schools ought to produce, and you'll find you'll get more of it from a school beautifully housed than from the same school in a dreary barrack. Don't you make any mistake about that."

The return which Mr. McClain expects and gets on his investment is dividends in the shape of young men and women better prepared to do an American's duty to his country and to maintain a clean, honest, industrious, happy community. But Greenfield is not the only community so constituted for happiness:

"In Denver, William Smiley told me they are giving the coming citizen a concrete lesson in the duty of happiness by teaching the school children how the beauty of that city grew because of the vision and labor of its Mayor, Robert Speer. The school libraries feature a famous address by him: 'Give while you live.' You may hear a youngster repeating the words of their late citizen: 'Future monuments will be erected to men for keeping their fellows out of war, not for leading them into battle; for lifting burdens, not for gathering gold; not for inciting conquests for gain and greed, but for starting waves of happiness.

"Chicago, for twenty-nine years, has had a Public School Art Society of between 500 and 600 members, spending from a thousand to four thousand dollars a year, depending on contributions, for the purpose of putting pictures in schools. This association has tilted at least one ancient stupidity. In 1301 old men grew conscious of a desire for broken sculpture and for pictures of ruins. By 1890 this taste had so penetrated the schoolmaster that when any one gave him money for school decoration he went out and bought an armless statue or a picture of a crumbling colosseum. In 1894 the census taken by the Chicago women showed that the total amount of school children voluntarily looking at these objects was 0. They set about buying artistic representations of life, story, and history, with color and action. They buy and present a hundred or so framed pictures a year. They own fifty pictures which they lend for stated periods. They negotiate the placing of ten loan collections belonging to generous Chicagoans. They encourage the location of mural paintings in schools. Miss Lucy Silk

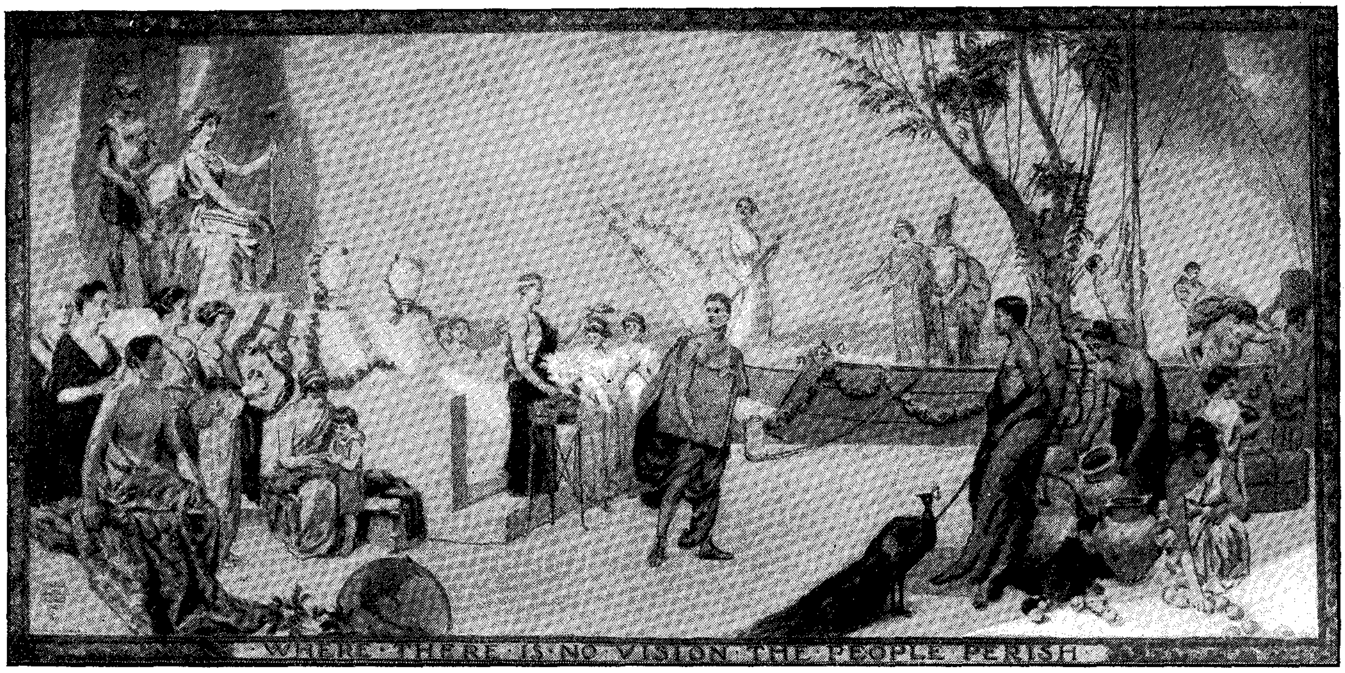


ANOTHER MURAL IN THE GREENFIELD SCHOOL

Painted by Vesper Lincoln and presented by Edward McClain.

told me the plain purpose of the club is the promotion of happiness.

“You can accomplish this in your town. All you have to do is to make yourself into a committee and borrow from this citizen and that the use of a framed picture to hang for a time in a school-room. Nine out of every ten men are glad to have some one see their pictures. Nine out of ten agree that schools should be made alluring. You can do this in Neodesha, Kansas, or in Lowell, Massachusetts. You do not have to have a Mrs. E. H. Harriman, who decorated the Washington Irving High School. You do need to let some of the spirit which is in you as well as in her manifest itself in helping a school make the pursuit of happiness a business. Eugene Nolen, thirty-six years a teacher in Fitchburg, gives $1,000 to buy objects of artistic beauty for the happiness of the school-children. A thousand dollars from a public-school teacher is more from him than several millions from some American fortunates.”


WHERE THERE IS NO VISION THE PEOPLE PERISH

SOMETHING PROVIDED FOR A HAPPY LIFE

One of a series of friezes set up in a Bronx Borough school.

MORLEY'S FEARS FOR HIS “LIFE”

LORD MORLEY'S WILL shuts the door in the face of posterity so far as his own view of himself and of many of his contemporaries is concerned. He directed that his correspondence, diaries and written fragments go to his nephew, Guy Estell Morley, “to be dealt with as he may think fit at his own discretion.” But he enjoins upon his executors “to refuse to aid and encourage” any one in writing a memoir of him, “and not to allow any such person to have access to any of my papers, whether personal or acquired in the course of official duty, either for perusal or otherwise.” He further desires that no access be granted to his papers to aid in “the writing of memoirs or biographies of friends of mine or others.” These prohibitions are puzzling many in England, especially as coming from the biographer of Cobden and Gladstone, and the writer of monographs on Burke, Voltaire, and Rousseau. A writer, “A. A. B.,” in *The Evening Standard* (London) imagines several interpretations of the passage in Lord Morley's will, one of which is an implied reprobation of the art of biography as it is practised to-day. The first of the possible explanations ascribes the will “to Lord Morley's vanity or conceit,” and the writer admits that “undoubtedly he had a share of that foible”:

> “It is a story not without some authority that on the formation of Campbell-Bannerman's government in 1906 Morley applied to be appointed to every post in the Cabinet, except that of Prime Minister, and that it was with a feeling of being ill-used that he subsided with a coronet into the Secretaryship of State for India.
>
> “The hostile interpretation is that John Morley thought his part in history writ so plain and large that there was no necessity for any one to write a special account of his doings. Indeed, he says so himself, describing as superfluous a memoir of his life. But this can hardly be the mere result of vanity or conceit, as he forbids the loan of his papers for the writing of any biographies of either his contemporaries or friends. Besides, altho I think Lord Morley did a great deal of harm in India and in Ireland, he was too big a man to be actuated in his closing hours by so petty a motive as vanity.
>
> “The second explanation which has occurred to most people was the fear of disclosing secrets, and certainly Lord Morley's correspondence and diaries must have been a veritable crypt of Liberal hatreds and jealousies. There was the terrible quarrel between Rosebery and Harcourt, and the very painful transaction which pushed the Grand Old Man out of his own Cabinet.
>
> “Then there were all the intrigues of Haldane, Asquith and Grey against Campbell-Bannerman. Nor can we forget the dirty story of Parnell and the Divorce Court, in which, if I am not mistaken, Lord Morley acted as a mediator between the Irish party and Gladstone. Altogether, Lord Morley's black box of letters and memoranda must be a charnel house of political skeletons. ‘History,’ said Rénan, ‘is often an awkward witness, and sometimes an insufferable professor.’ Perhaps, or probably, Lord Morley did not wish to figure in either character.”

Mr. “A. A. B.” inclines to a third explanation as the most likely, and that is that “Lord Morley's will was a revulsion against the shallow and insincere biographies of his predecessors.” From this point the writer turns to consider what the elements are which make up a good biography, and by whom it should be written:

> “Biographies are the essence of history, and may be written by three classes of persons: near relatives, professional writers, or that unknown person, the historian, a Macaulay, or a Froude. Morley may well have shuddered at the thought of his Life being written by Froude, whom he always spoke of as ‘such a liar.’
>
> “The most insincere class of biography, because it contains the most suppressions, is that written by a near relative, a wife, a sister, or a son. Take Mr. Winston Churchill's life of his father one of the best written, best arranged, and most fascinating biographies of modern times. Yet what huge omissions are there! What suppression of facts which his young son could not have known, or if he had known, would have felt justified in cutting! Or take Lady Gwendolen Cecil's first two volumes of Lord Salisbury's Life. Not only does an inherited dislike of Disraeli run

through the story, but a filial piety misrepresents the early acts of her father and his friends.

"Turn to the biographies so recently published by eminent journalists; those of Sir William Harcourt by Mr. Gardiner, and of Sir Henry Campbell-Bannerman by Mr. J. A. Spender. Both these biographies are good in the sense of being written with all the skill of a professional pen; but this advantage is almost counterbalanced by the tinge of partizanship which has burnt itself into the skin of such writers.

"Indeed, be the biographer relative, friend, or professional writer, contemporaries are the very worst judges of one another's characters. If you look into Horace Walpole's or Lord Holland's Memoirs you will find the great Chatham constantly referred to as a madman, or else a servile intriguer. Turn up the literature, or Hansard, or the newspaper files of the 'forties, and you will find Disraeli regarded as a beggarly Jew adventurer. R. L. Stevenson was right when he said that 'the worst historian has a clearer view of the period he studies than the best of us can hope to form of that in which we live. The obscurest epoch is to-day.' . . .

"Keeping these points in view, it is impossible not to condemn Lord Morley's prohibition about lending his papers to other people who may wish to write the memoirs of his contemporaries. Obviously the lives of Mr. Asquith, Mr. Lloyd George, and Lords Haldane and Grey will be lacking in information about the most interesting period in their careers.

"I will go so far as to say that Lord Morley had no moral right to deprive future generations of the means of forming a right estimate of the characters of the statesmen who led us into the Great War. I have always held the same view about the destruction of Lord Byron's diary."

A SABBATICAL FOR AUTHORS

A YEAR'S VACATION from bread-winning, and money enough to enable an author to create some work not immediately profitable, is an idea that grows out of the occasional prize-giving, such as that signalized by *The Dial*. Authors, like college professors, should welcome such a scheme—any, we might say, except those who write best-selling fiction and thereby create for themselves all the conditions necessary for their productive activity. The idea springs from the recent announcement of the *Dial* prize. A literary prize outside of competitions is rare with us. The prize awarded by *The Dial* is unlike any other in that it does not signalize any particular work already accomplished, but it marks a singular endowment in the man who receives it, and recognizes his gifts as of value to American literature. Mr. Van Wyck Brooks, author of "The Ordeal of Mark Twain," and other works of a critical nature, is this year given the prize of $2,000 instituted by *The Dial*, and is ranked in the succession with Sherwood Anderson and T. S. Eliot, his predecessors. Mr. Brooks has, to a limited extent, been associated with THE LITERARY DIGEST, and this magazine takes pride in offering its felicitations. He is now one of the editors of *The Freeman*, and in times past was associated with *The Seven Arts* magazines. In the New York *World* we read this brief survey of Mr. Brooks's accomplishment:

MR. VAN WYCK BROOKS

Who is awarded the *Dial* prize of $2,000 for distinction in literary work. This suggests other prizes that would afford Sabbatical years for writers.

"Van Wyck Brooks, critic, who has been awarded the *Dial* prize for the best work of the year in American letters, is a Harvard man, who also has lectured at Leland Stanford, and who for the past five years has been associated with various magazines in an editorial capacity. Mr. Brooks, who had long been known to young writers as a critic whose encouragement could be counted upon by those essaying creative writing from a fresh view-point, became more generally recognized by his 'The Ordeal of Mark Twain.' In this book he attempted to show that Mark Twain's work had been effectually reduced in literary stature by the influences brought to bear upon him by those of his circle.

"Mr. Brooks as a critic concerns himself chiefly with the effects upon American writers of the background of their particular period. Some of his signal work of the year has appeared in *The Dial*, altho it is not this magazine's policy to choose solely from its own published matter in making an award. In the May, July and September issues of this magazine appeared three essays on Henry James, evidently the beginnings of a searching analysis into the effect of this novelist's deliberate Europeanization. . . .

"As a critic Mr. Brooks does not strain after smartness, in the manner of so many who are following Strachey and the lesser Guedalla. He is more solid, less effervescent, and given to a deliberate, rounded style, penetrating through the background of his subject and staking out the outline of his field with pure objectivity. One might contrast Thomas Beer's brief but acid sketch of the Henry James of declining days in 'Stephen Crane' with that of Brooks in his second *Dial* article, and find in between nearly all of contemporary American criticism. He may be said to have originated a method.

"The *Dial* award is not given as the outcome of a contest, and there are no strings tied to the money. A recipient may do with it as he pleases, altho its primary object is to lend encouragement to creative writing in America, and to afford the writing man a year of leisure."

The practise of *The Dial* in making this annual award, says the Springfield *Republican*, is "one which might well be adopted on a larger scale in the interest of American literature, art, and music." America, it points out, is now "the richest country that has ever existed, and is able without the slightest effort to do all that money can do for the encouragement of the fine arts." *The Republican* does not overlook the fact that America, "in one way or another, is, in fact, spending great sums, altho not always in the wisest or most fruitful way." It goes on to enlarge upon the benefits to be derived from such recognition as *The Dial* sponsors:

"What is specially needed is to provide in some fashion for those brain-workers whose output is not of the standardized sort that commands a ready market. Quite apart from the question of discovering and encouraging latent talent, a praiseworthy but problematical enterprise, there is a fine chance to provide, by a suitable endowment, for aid to creative workers who have won recognition but are handicapped by poverty.

"In many cases a single year of freedom from care and distraction might make just the difference between failure and a success that would enrich American literature, art, or music. This might be true even tho the year was devoted not to the creation of a masterpiece, but to travel, study and reflection. An author or a composer needs a sabbatical year quite as much as a university professor, and leisure in the long run may be as productive as activity; the richest fields must sometimes lie fallow.

"America, in such matters, is rather too impatient of results. It gives lavishly for education, but when it has educated young people for a career, it does not see them through. It plants the seed generously, but is careless about reaping the harvest. After such immense sums have been spent for education it would cost but a trifle more to aid some of the most promising and industrious workers to do something worth while. America ought to be getting its share of the Nobel prizes for literature as well as for science, and to be producing symphonies and operas as well as jazz and 'song hits.' Success in artistic creation can not be guaranteed by the most lavish expenditure, but a very moderate sum judiciously used might go far to create the conditions necessary for success. . . .

"In a rather short time America's intellectual rating might be perceptibly higher if on a considerable scale provisions could be made for what would amount to a sabbatical year for creative brain-workers."

RELIGION-AND-SOCIAL-SERVICE

"TWO-CENT" SUNDAY SCHOOLS—AND THE RESULT

IF ANY WARNING WERE NEEDED that the standard of religious education of the young is so deplorably low as to verge on the useless, it is contained in the startling disclosures resulting from a survey conducted in Indiana, a representative American commonwealth, by the Institute of Social and Religious Research of New York. The survey, published by George H. Doran Company, shows, in effect, that the Protestant Church is failing to meet its opportunities and its obligations, not deliberately, but—and none-the-less significantly—with an inefficiency that would not be tolerated by the civil authorities, or the people, for that matter, in the public schools.

The investigation was made on a scientific basis, and was subjected to all the usual tests demanded by an exhaustive inquiry, so that it may be considered as a non-partizan and unbiased report on a situation with which the Protestant Church should be acquainted. Credit is given for much sincerity of effort and purpose put forth by teachers and others connected with the religious instruction of the young; but it is shown, nevertheless, that the majority of them are untrained, and therefore unfitted, to impart an education that is essential to the religious progress of the country, and that the conditions in Indiana are representative of a prevailing situation. The conditions exposed are no more a reflection on the State of Indiana, says Walter S. Athearn, who conducted the survey, than on any other State.

Professor Athearn, who is Dean of the School of Religious Education and Social Service in Boston University, a Methodist institution, is an authority on religious education. A member of the Disciples of Christ, he is chairman of the Committee on Education of the Sunday School Council and of the International Sunday School Association, and was a director of the religious education survey department of the Interchurch World Movement. He is also the author of many authoritative books, among which are "The Organization and Administration of the Church School," "Religious Education and American Democracy," "A National System of Education," "An Introduction to the Study of the Mind," and various brochures relating to education under religious auspices. In an interview with a reporter for the New York *Tribune* given out just before he left for a rest in Bermuda, after four years of work on the survey, he states that it was "projected by the Institute, because no problem is more vital than that which concerns the moral integrity of the people." He proceeds:

> "When the Institute found by general surveys that more than $4,000,000,000 worth of property is stolen every year in the United States, that 15,000 murders and homicides occur in the same time, that it costs the Government more than $600,000 a year to guard the mail-sacks on railroad trains, that juvenile delinquency is mounting at an alarming rate, and other similar facts, it felt that the time was ripe for an inquiry into the apparent failure of the home and the Church to inculcate adequate standards of moral integrity. It found in the United States 27,000,000 children and youth under twenty-five years of age who are not receiving systematic religious and moral instruction from any church, while seven out of every ten of the children and youth of America are not enrolled in any Sunday school or parochial school for religious instruction.
>
> "Indiana churches spend twice as much for their janitors as they do for the religious education of their children. Forty-seven cents out of every municipal dollar in Indiana are expended on the public schools; only two cents out of every church dollar are expended on church schools. The amount of money expended on religious schools in Indiana is too low to secure a dignified and efficient program of religious education."

Dean Athearn concludes by noting that the survey recommends that a committee of one hundred be appointed to give careful consideration to the data contained in it, with a view to formulating plans and policies for a State-wide system of religious education which would parallel the system of public schools and operate under interdenominational auspices.

To turn back to the survey: Dean Athearn was assisted in its preparation by E. S. Evenden, W. L. Hanson, and William E. Chalmers. It is characterized as "an unparalleled and authoritative source book of well-ordered and significant information on religious education that will furnish religious and educational leaders everywhere with weapons to combat the menace of spiritual illiteracy." Again, "it is startling in its revelations; exhaustive in its assemblage of facts; dynamic in its presentation, and sympathetic and constructive in its method."

At the outset we are told that Indiana was chosen for the survey because it is centrally located, has a variety of geographical and occupational conditions, is a progressive State educationally, represents the dominant types of denominational and interdenominational organizations of religious education, and because the Protestant denominations are well represented. Bearing in mind, then, that the report no more stigmatizes Indiana than any other State, and that it was prepared, we are told, with the desire to lay bare a situation that it may be properly remedied, we read that Indiana church and religious educational plants fall far below modern standards. The typical church building scores about 500 on the basis of 1,000 points. Many of the church buildings are inadequately heated, the systems being old and inefficient. The majority are exposed to constant fire hazards, and practically no fire protection is provided—a condition which the civil authorities should not permit.

But the main concern is with the Sunday schools and the religious instruction of the young. In the two counties surveyed, we are told that of the total rural population under twenty-one years of age, 39.1 per cent. are enrolled in Sunday schools, while of the total urban population under twenty-one years of age, 48.6 per cent. are enrolled in Sunday schools. During the twelfth and the fourteenth years occurs the greatest elimination of Sunday-school pupils. The school session lasts one hour, one-half of which is devoted to class recitations. "The professional training of the Indiana Sunday-school teachers for religious education is almost negligible. The rank and file of Sunday-school teachers have had no courses in the Bible, religion or religious education in any institution of higher learning. The church colleges of Indiana have made little contribution to the Biblical or professional training of the Sunday-school teachers of the State." Thirteen times as much energy, we are told, is devoted by the denominational colleges to the preparation of teachers for the State as to the preparation of teachers for the Church. "The great majority are doing the best they can with the light they have." To quote further:

> "Counting 50 per cent. for general education, 35 per cent. for professional training and 15 per cent. for teaching experience, *the typical Indiana Sunday-school teacher would grade 39.9 per cent., and the largest single group of teachers would grade 25 per cent.*
>
> "Compared with the rural public-school teachers of Indiana, it may be said that *87.7 per cent. of all the Sunday-school teachers of Indiana fall below the lowest standards which are accepted by the State for rural public-school teachers in Indiana.*"

Inefficiency of method, we are told, characterizes the work of the superintendents, general and departmental. They are "earnest and consecrated," but "they give to their work just such time as they can take from lives already overcrowded with other duties." Again, we read:

> "Eight denominational boards spent nothing on their Sunday-school work in Indiana during the five years preceding the date of this survey. Seven expended an aggregate of $19,300 a year for this purpose. Repeated efforts failed to obtain from the proper officials satisfactory statements regarding the amounts of money expended annually on their Sunday schools in Indiana, and the amounts received from them for various church causes. . . .
>
> "In most of the denominations the leadership in religious education is divided. Several boards within the denominations issue separate and sometimes competing programs and promote unrelated and rival organizations within the local church.
>
> "*The lack of coordination within the denomination and of the denomination with the general movement for religious education is the most outstanding weakness revealed by the survey of denominational Sunday-school agencies in Indiana.* Not a denomination was found which had unified its various boards into a singular religious educational leadership to its own satisfaction. And the survey failed to reveal a denomination which had satisfactorily related itself to the general Sunday-school movement. As a result of this failure of coordination, there is overwhelming evidence of friction, wastefulness, and inefficiency."

Statistics compiled in relation to church membership and attendance in proportion to the population show that of the 2,835,492 people in Indiana, 793,938 are members of Protestant churches, 275,914 are Catholics, 25,833 Jewish, 5,670 belong to other non-Protestant faiths, and 61 per cent. of the population, or 1,734,137 people, are not members of any church. Of the children and youth under twenty-five years of age, the survey finds that 137,940 are Catholic, 12,650 are Jewish, 2,820 belong to families of other non-Protestant faiths, 486,140 are Protestants, and 749,840 are nominally Protestants, but not identified with any church. There are 551,590 children, it is said, who are not receiving moral or religious instruction under the direction of any religious body. Of every four children enrolled in Sunday schools at twelve years, three drop out before they reach the age of eighteen.

No one conscious of the rôle the Church and its educational agencies must play if American society is to be molded aright, says the New York *Evening Post*, "will fail to hope for a wider appreciation among Protestants, and all other sects, of the fact that it is a poor kind of religion that tolerates inefficient methods and wretched tools."

A survey of Illinois, thinks the Chicago *Evening Post*, which devotes three leading editorials to the discussion, would probably show no gratifying variations from the facts set forth in the Indiana survey. These facts, we are told, convey a challenge to the Church, since religious education of the young is its "basic job." Therefore,

> "The Sunday school must be something more than a pious duty if it is to justify itself. It must be an intelligent, efficient, thorough educational service. The Church has taken the task of religious education out of the home. It has coaxed and persuaded parents to send their children to its schools. What is it doing for them? If the State failed in secular education as the Church is failing in religious education, there would be a loud and angry protest from every pulpit in the land. It is time the Church took this responsibility seriously. Here, as nowhere else, it will find the cause for many of the disquieting symptoms of modern life to which it addresses its sermons and resolutions. Hope of betterment lies in the fact that recognition of failure comes from within the Church itself."

But the implications of the Indiana survey, thinks the Indianapolis *Star*, are unjust to Indiana, and leave an entirely erroneous impression of the Protestant church movement in that State. It is noted that—

> "The chief criticisms have been leveled at the small town and rural communities, but make the mistake of attempting to reduce such an intangible thing as spiritual growth to cold figures. If Indiana is to be accepted as the most representative American commonwealth, it is fair to assume that conditions are no less favorable than will be found in Ohio, Illinois, or other States. The survey's charge that the leading Hoosier denominational colleges devote thirteen times as much energy to the preparation of teachers for the State as they do to the preparation of teachers for the Church certainly reflects no condition peculiar to Indiana."

PROBING TO THE ROOTS OF WAR

"GREAT STUFF!" WE SHOUT when it is rhetorically proclaimed that the elimination of war is vital to the progress of Christianity. But to the more thoughtful, we are told, there is likely to come a period of profound perplexity when, after having stigmatized war for the hateful thing it is, the inevitable question arises as to how it is to be rooted out. It is, of course, true that the political method is being tried, and that an increasing number hold that the key to the puzzle lies in the application of the teachings of Jesus to all our problems. But, says *The Christian Century*, "it is not always easy to translate a revelation, spoken by a Galilean to men in a small corner of a sprawling empire that passed long ago, so that its application to our present needs is clear." But even if this difficulty can be surmounted, there remains the need to find out exactly what our problems are. Any attempt to secure such knowledge involves hard work, compounded of research, study and discussion. Christians in England, says *The Christian Century*, have been facing this requirement with seriousness, out of which has grown "Copec," the popular designation for the Conference on Christian Politics, Economics and Citizenship, to be held in Birmingham in April. We read that—

> "All branches of the Church, including Roman Catholicism, have been bearing a part in the study groups that have been preparing for this conference. Five years of preparation have been felt necessary before various commissions have been ready to make their reports. One hundred and fifty thousand searching questionnaires have been distributed, each challenging its reader not only as to what Christ would will and do in the present crisis, but how. And it is promised that 'Copec' will not only arrive at a definite Christian policy for social problems, both international and national, but that it will set on foot the resolute effort to bring this policy immediately to bear.
>
> "This is certainly a step in the right direction, and we are glad that it is now to be taken in this country as well. A commission on international relations of the National Conference on the Christian Way of Life (a title fully as sonorous as the English one, but hardly as easily abbreviated) has produced a searching questionnaire, which is now being offered to all who will use it. It is hoped that these will gather in discussion groups, in which will be welcomed not only profest Christians, 'but also those who,' according to the questionnaire, 'tho not regarding themselves as members of any particular church, believe that the following of Jesus' way of life might transform industrial, racial and international questions.' The general distribution of this document, which fills about a hundred printed pages, most of which is collateral reading, has been placed in the hands of the Association Press.
>
> "Out of this national discussion of the application of Christianity to international problems, which is to be followed by discussions of its application to industry, race relations and the Church itself, it is hoped that the same sort of a conference will grow as is to be held this year in Birmingham. And an international conference may loom somewhere in the future.
>
> "A brief acquaintance with this inquiry has convinced us that it will require the best thought that any of us are capable of bringing to it. It can not mean much to a casual interest. But one reason why the world is in as bad case as it is, is because we have expected our mutual misunderstandings to heal themselves under very casual, intermittent and superficial attention from churches. An inquiry, such as this proposed by the Christian Way of Life, is as much a test of our interest in the securing of a better world order as it is one requisite for the securing of such an order."

COOPERATION'S GREATEST FAILURE

THE LAST RITES of the Interchurch World Movement have been performed in the New York Supreme Court by the appointment of a receivership on the directors' petition for voluntary dissolution of what was a gigantic undertaking born of the cooperative spirit induced by the war and the hope that the churches could find a common ground for action. With a program necessitating the raising of a billion dollars, of which $336,777,572 was to have been raised during 1920, the Movement was hailed in the beginning as a great and worthy effort in itself, if not as the precursor of a form of union that would embrace more than physical operations. But it entered the field of industrial and economic controversy and alienated from it those who were best able to contribute to its financial support, and also lost the sympathy of certain denominations because they feared it would assume an overlordship which would absorb and destroy denominational activities. The money which had been flowing in stopt. Three years ago, we read on turning back to our issue of August 7, 1920, the Movement collapsed, with only $176,000,000 of the vast amount it sought written on its books.

Now, as then, there are those who rejoice at the demise of the undertaking; but there are also those who mourn the passing of Protestantism's greatest and most spectacular effort and who point to its steel report as one of the most splendid achievements of reform. The Interchurch World Movement was a decade or so ahead of its time, remarks the Raleigh *News and Observer;* but "something like it will be certain to come later on." It accomplished one thing when it was active. "It aroused the country as it had not been before on the twelve-hour day in the steel industry. It set the ball to rolling, and public opinion demanded the abolition of the long day with such emphasis that decision to abolish it was announced." This and much additional sentiment in favor of opprest workers we owe to the enterprise "which sought to encourage the sort of Christianity which is grounded on observance of the Golden Rule." The Movement did not accomplish its original purpose, which "was no less than the rehabilitation of Protestant Christianity as a dominant force in the business and social life of the entire country," comments the New York *World,* "but the issuance of the report on the steel strike was itself more than sufficient recompense for all the outlay of time, effort and money that went into the enterprise." And that document, we are told, "remains a landmark in our industrial as well as our ecclesiastical history. The movement that produced it can boast of richer results in comparison with its investment than is the fortune of the majority of campaigns, religious or secular." But while the steel-strike report was a splendid victory for the Interchurch World Movement, it was also a leading cause of its failure, says the New York *Sun and Globe.* "In its resulting clash with its constituents within the churches, it lost." Perhaps the Movement attempted too much. Nevertheless, continues *The Sun and Globe,* "its failure to establish a working harmony among the Christian churches dampens the hopes of far-reaching cooperation in other large human affairs."

On the other hand, some who think the Movement was a misdirected effort, view the final rites with unruffled composure. The Springfield *Union* says that in turning its attention to the steel industry, the Movement entered where it had no proper business, and so "soon lost the confidence of the public." "Well dead," remarks the Manchester *Union* above the bier. The steel report, we are told, was favorable to the strikers, and has been criticized by men who can not rightly be accused of having a bias the other way. Appealing as was the great undertaking in some of its aspects, it was doomed to failure from the outset. It was built up on the impulse for cooperation generated by the war. But, continues this Manchester paper in its analysis of the causes which led to the collapse:

> "What comparatively few saw was that once the war objectives were attained there would be what some call a moral slump, and what we prefer to describe as a relief of emotional tension. The Interchurch people seem to have failed utterly to foresee this let-up. Fascinated by the spectacular successes of the war drives, enamored of the notion that all things could be done by organized effort and scientific publicity, obsessed with the notion that some transforming, humanizing work was being done by the war itself, they appropriated the whole mechanism of war-work organization and plunged ahead in a scheme that could not possibly come to anything successful unless pretty much all that has kept religious bodies apart for centuries had been superseded by brotherliness, unless the supporting public could be kept keyed up to its war-time pitch of emotional intensity, and unless billions of dollars should continue to pour into the treasury. It was a great, high-minded proposition, but its proponents left about all the vital factors out of their calculation. The war over, it was left high and dry. The churches, like the nations, settled into accustomed ways of thinking and acting. They were no more disposed to become united for social work than before. Emotional tension was relieved and could not be restored. Organization and publicity a full hundred per cent. efficient could not squeeze out of the public anything like the sums given gladly for war purposes. In short, the war spirit could not be picked up and put into the uplift. As for us, we never supposed it could, for all a certain wistful desire that it might."

MOSES IN THE SCALES

ADMISSION OF IGNORANCE is the beginning of wisdom, yet we have progressed so far and so rapidly in material things during the last quarter-century that some self-appointed seers assume, we are told, that there is little left to learn. They go further and say that only what can be measured and weighed by the rules and scales of science can be assumed with certainty as facts. But can everything knowable be restricted to a defined area? And can science reduce everything to terms of logic and reason? We may be able to weigh the sunbeams, but are there not things even less tangible? We may find an answer in some unlearned lessons of the past, to which the London *Mirror* adverts in a homily just now peculiarly appropriate. The London paper's editorial is reprinted in *The Manassas Journal,* and we read:

> "Whenever we undertake to believe and accept nothing but what we can see and weigh and feel with our hands and verify by records, we face a kind of hard and blank wall of facts. If the Almighty did not tell Moses of the beginning of things, who did tell him, and how?
>
> "There can be no more absurd and pitiful disregard of facts than belief that human knowledge and reason are unlimited and that there is nothing beyond what we know and can prove by material evidence. Each generation of discoverers and investigators has proclaimed that it had learned all there was to know, but was proved by the next generation following to have been ignorant.
>
> "Scientists of Tom Paine's day believed they had learned all the mysteries of nature, and from them could demonstrate that God was an impossibility. They could have demonstrated, also, from what they thought they knew, that a theory that each drop of water and of blood in our bodies and each cubic foot of air swarms with living things which can penetrate our skins without our knowledge and do us harm or good was an impossibility. They could have proved the radio, the telegraph, the airship, to be impossibilities, as they were from what was known then. The generation after ours will discover and reveal things of which we do not dream, facts which exist and which we do not suspect. So it will go on indefinitely. Developments of the future are as obscure, mysterious and vast as those of the past, recorded before history began. The simple, loving faith that humbly and truthfully acknowledges the narrow limitations of human knowledge and wisdom and reason, accepts the plain teachings of nature that there must be a Wise and Almighty and Beneficent Power, and that there must be life after this, and looks forward joyfully and hopefully, can cast aside as trifles the labored efforts of arrogant and insolent ignorance, to prove that what we see and have and know is all, that the beginning was some kind of unexplained accident, and that what we call death is the end."

CURRENT ▾ POETRY

Unsolicited contributions to this department cannot be returned.

THE old year finds small sympathy at its parting, and the mood here applied to the day is not otherwise, unless one gets the overtone. See it in *The Bookman:*

EXIT

By David Morton

The day goes faltering toward the tumbled west,
Ragged and old and muttering, in his thought,
Of grievous wrongs, and crippled and oppressed,
He wears the ruin that the storm has wrought.
The prowling wind will never let him be,
The blinking stars lean out to stare at him;
The old man is too bitter-blind to see:
His wits are wandering and his eyes are dim.

The hills have opened for his going out,
Where gaunt trees mock him with grotesque goodbys,
In a great wind that gathers to a shout
And sends him tottering down the angry skies—
Gone, with his mumbling and his tattered pack,
And none cares whither. . . . He will not come back.

Variations on the same theme appear in two recent reviews from across the water. Miss Clay's was in *The English Review;* the sonnet in *The Illustrated Review* (London):

THE WELL-BELOVED

By Enid Clay

Whom the Gods love die young—
. . . .
So down the ages sung
We shall grow old and die
And lay our beauty by;
And all our potent charms
Lie wasted. . . . Vague alarms—
See now! The Gods decree
Eternal youth shall be;
And old age keep the thrill
Of its quick heart-beats still:
The mind alert, the soul
Impatient to its goal
Thrusts forward. So of me,
Dear Gods, in charity,
Of me let it be sung—
Who, being old, died young.

FROM GONGYLA IN THE DARK DAYS

By C. H. B.

Hours will go by, and the days, and the long procession
Of year on year pass from the face of the earth,
Men will be born and die, and the old passion
Charge their blood with desire, and many a kiss
Lift high the torch in the teeming temple of life.
Spring will bloom on the hills and presently pass,
And lovely summers aglow, and winter's knife
To spill the flickering life of the waning year.
But I shall be always young: ever be near
When Youth and Spring bloom in the heart of the world.
I shall be always glad, and the bitter cold
Grey lonely years that have been my portion here
Will seem as faint and far as the half-remembered
Moan of the sea in ears that have lightly slumbered.

Mr. Dwight has been absent too long from our magazines, and we welcome one who has given us so much of the magic of the East. *Scribner's* prints his—

CODICIL

By H. G. Dwight

And when I die call in, too, if you will,
The priest. And, if he will, let him say o'er
The brave old words that I could not believe.
So many have believed them—and who knows?
And if you must, why, dig for me a grave—
Near open water, or on some high place
From which there is a vision of the world.
Is not the cold seed, buried in the dark,
Thrilled back into the miracle of life?
Yet let me go more quickly, if you may.
Give me to pass by fire into the light
That I have always loved, and let me be
At once a part of God's clean wind. But oh,
Grant me one little mercy, gentle friends.
I let you call the priest. I let you say
The "dust to dust" of those immortal words.
I shrink not from the darkness of a grave.
But if you bear this heart that beats no more
Unto the pyre, wait not to gather there
My ashes into any foolish urn,
As something sacreder than the good brown mould.
Or if you leave the speechless part of me
In the unanswering earth, oh, on my grave
Spare me the humiliation of a stone!
I could sleep softly in the marble bed
Where Alexander lay, watched round about
By proud young men and stallions and wild beasts,
In the pale beauty of his vanished world.
I could find truce of dreams in that white room
In Florence where the mighty statues muse,
Stilling all chatter in their air of stars—
Or in another chamber that I know,
Tile-tapestried and flickering with a fire
Of jewel panes, where a dead Caliph lies.
But oh, it would be ill for me 'neath a weight
Of stupid stone, carved with well-meaning words!
Why stammer to the world a few vain years
Of one whom it had never known? Why mock
Your friend with dear but ill-considered praise—
To make another generation smile,
To topple slowly into invading weeds
And keep so much of nature from the sun?
Carve me no monument. But on my grave
Plant me a young tree—chestnut, oak, or pine.
Or if shine on me last a southern sun,
A plane-tree, born to prop the sky—or best
A cirque of cypresses, that, feeling down,
May gather me into their green and leap
The higher into spires of emerald flame.
So when the air flows through their woven boughs
The voice you hear will be a little mine.
So in the later years, when you are gone
And no one knows why cypresses are there,
My fluent leaves, inspired by the stars,
Shall utter things this tongue could never say—
Hap to some bitter heart that will not rest
Until it give them immortality. . .

One who loves the playhouse will not take this as a rebuke, but rather as a challenge to take his seat before the wider proscenium. *Contemporary Verse* prints it:

CURTAIN-UP IN THE GREAT PLAYHOUSE

By Rhys Carpenter

Come, gentlemen from overseas and you at home that dwell,
The stage is set, the curtain's up, the prompter's struck his bell.
Put down your talk and watch the play: here's music and here's laughter,
Here's sun, and shadow from the clouds, here's Spring with Summer after.
Why sit you in the crowded stalls, the playhouse of the ages,
And hold your programs up-so-down and dirty-thumb its pages,
Though all the play is writ therein, what's prose and what in rhyme is,
Who wrote the play, and what he meant, and what the place and time is?
What nod you there, what prod you there and whisper to your neighbors?
God mend you, ceaseless gossipers! you'll drown the horns and tabors.
You do not need the merry flutes? you do not want the dances?
What have you then to please you so? "The price of ore advances!"
"The cotton-crop was good this year." Ah, yes; but did you heed
The sun ashimmer on the field where sprang the cottonseed?
And can you sing the song of those that pulled the ripened fleeces?
"That's Ellen on the middle aisle, where Martha's sister's niece is.
You know, her husband. . . . " (Oh, 'fore God! the blackbirds in the trees
Are busy with the things they do, not idle-souled like these!)
Just stop a minute, gentlemen, and look what on the stage is!
Here's comedy, here's tragedy, here's all the mirth of ages,
With everything that's blithe and bright to steal your minds away.
You talk, you talk, and will not look! . . .
And still they give the play.
And all the actors speak their lines as bravely and as fair
As though a king with all his court somehow were watching there.

The Lyric (Norfolk, January) has lines suggesting a point of view favored by Browning:

THE LOVERS

By John Gould Fletcher

Years passed like chinking organs in the street,
Grinding for coppers their eternal dance;
It seemed to him and her there was no chance
That they might ever meet:

A few words long ago they had to say,
A look—a flower pressed into a hand—
And then, along the horizon of the land
The light poured out and fiercely died the day.

Now, in the night, they sat, each one apart,
While the years, trundling their organs, ground together
A dreary riotous dance, that in grey weather
Wakened the same old ache within each heart.

Under the touch of time, thin wrinkles fell
And tightened round their eyes. Now they were old.
Dark, bitter ashes in a cup of gold
Was all the past. The present was slow hell.

Yet, ere they died, they were once more united
As two stars rushing to destroy each other;
The thickening crust of years no more could smother
Their hearts—the horizon rose and was uplighted—

Grief faded out before their final bliss
That rose to birth out of the lonely places,
They had passed over an immense abyss
And the pale light of the dawn smote on their faces.

No one would think of writing verses like these to-day, but they fit as well as any day. *To-Day* (London) reprints them from Tottel's "Miscellany," 1557:

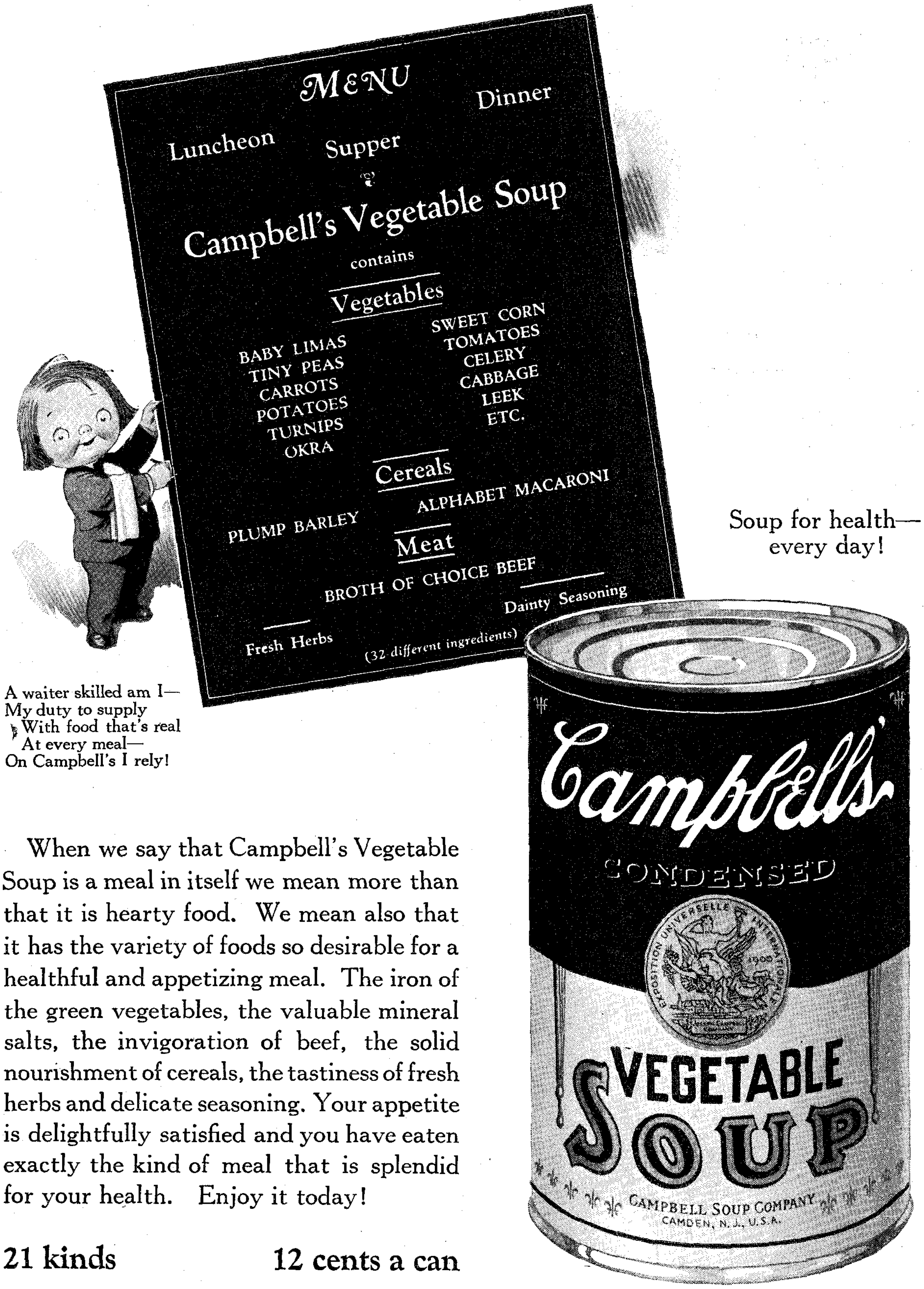
POCKET WISDOM

(Author unknown.)

Do all your deeds by good advice,
Cast in your mind always the end—
Wit bought is of too dear a price—
The tried, trust and take as friend;
For friends I find there be but two:
Of countenance, and of effect—
Of those sort first there are enow:
But few are of the other sect.
Beware also the venom sweet,
Of crafty words and flattery,
For to deceive they be most meet,
That best can play hypocrisy.
Let wisdom rule your deed and thought:
So shall your works be wisely wrought.

NEVER BE WITHOUT SOUP IN YOUR PANTRY

A whole meal in one soup!


MENU
Luncheon
Supper
Dinner
Campbell's Vegetable Soup
contains
Vegetables
BABY LIMAS
TINY PEAS
CARROTS
POTATOES
TURNIPS
OKRA
SWEET CORN
TOMATOES
CELERY
CABBAGE
LEEK
ETC.
Cereals
PLUMP BARLEY
ALPHABET MACARONI
Meat
BROTH OF CHOICE BEEF
Fresh Herbs
Dainty Seasoning
(32 different ingredients)
Campbell's
CONDENSED
EXPOSITION UNIVERSELLE INTERNATIONALE 1900
VEGETABLE
SOUP
CAMPBELL SOUP COMPANY
CAMDEN, N. J., U.S.A.

Soup for health—
every day!

A waiter skilled am I—
My duty to supply
With food that's real
At every meal—
On Campbell's I rely!

When we say that Campbell's Vegetable Soup is a meal in itself we mean more than that it is hearty food. We mean also that it has the variety of foods so desirable for a healthful and appetizing meal. The iron of the green vegetables, the valuable mineral salts, the invigoration of beef, the solid nourishment of cereals, the tastiness of fresh herbs and delicate seasoning. Your appetite is delightfully satisfied and you have eaten exactly the kind of meal that is splendid for your health. Enjoy it today!

21 kinds **12 cents a can**

Campbell's SOUPS

LOOK FOR THE RED-AND-WHITE LABEL

PERSONAL ▾ GLIMPSES

LIEUTENANT WOOD'S BIG SPLURGE IN WALL STREET

ALL "GET-RICH-QUICK RECORDS" received a jolt when the New York *Times* announced, in two-column headlines, that a second lieutenant in the Philippines had cleaned up something like three-quarters of a million dollars by playing the New York Stock Exchange. There were numerous lively details reported to add color and significance to this modern version of the ever-popular fairy-tale of Aladdin and his Magic Lamp. In the first place, the young lieutenant was some ten thousand miles away from his Wall Street lamp, which he nevertheless "rubbed" to such good effect. In the second place, he is the son of Gov.-Gen. Leonard Wood, only twenty-six and serves on his father's staff. It is reported that he had very little money when he started, about a year ago, but that, by taking advantage of the sudden rise of Standard Oil, he was able to "pyramid" his way to a fortune. A detail, pointed out by the New York *Herald*, is that there have been, for some time, charges before Congress to the effect that certain officials in the Philippines have been using their position "to profit through the holding or selling of stocks or bonds of firms having affiliations" in the islands. A resolution for an investigation of the whole matter is already before Congress. Enemies of General Wood, including native Filipinos anxious for the independence of the Islands, will push the charges. While there is nothing to show that Lieutenant Wood's plunging was not legitimate, agree such politically diverse journals as the Brooklyn *Eagle*, the New York *Sun and Globe*, New York *Tribune*, and the New York *Times*, they agree that the matter is likely to add to the disturbed condition of our Far Eastern colony, if it does nothing more than that.

Copyrighted by Keystone View Co.

A LONG-DISTANCE FINANCIER

Young Lieutenant Wood, 10,000 miles away from Wall Street, managed to clean up $800,000—but $376,000 of it will go into his income tax.

Another side of the young lieutenant's astonishing luck is the fear, exprest in numerous quarters, that the story will serve to bring a tremendous influx of "lambs" and "suckers" into Wall Street. The report of this young man's success in the mazes of the speculative market follows two other stories, both of which were equally good propaganda for folks looking for "easy money." The press reported, a few days since, that a broker and operator had turned over to his employees a business worth $2,000,000, built up from the proverbial "shoe-string." At about the same time there were lively accounts of a "boy-broker" who had bought an $82,000 seat on the Exchange out of profits made in a few years. Now comes Lieutenant Wood's astonishing story of financial success. The rush to Wall Street will begin, according to numerous predictions, and just at a time when the financial world was complaining because the public seemed to have developed a canny tendency to "stay out." Alfred Watterson comments succinctly in the New York *Evening Mail:*

> Lieut. O. C. Wood, making $800,000 at twenty-six, will leave the Army and embark on a diplomatic career. The papers tell how the obscure private speculated in Wall Street, beginning with nothing, ending with riches.
>
> The lambs and the sheep would feed in the lieutenant's pastures. At first he was poor, now he can't count his profits. Rather successful career at twenty-six. The rush to Wall Street will begin. Lieutenant Wood's imitators will be legion. Too bad they are doomed to failure. There isn't enough money to go around. Nevertheless, 999 fools will lose enough to supply another fortune for another unknown. That's success.

Lieutenant Wood's story of his rise to fortune, as cabled from Manila to *The Times*, relates that:

> His streak of good fortune began in September or October of last year, when he bought stock of the Standard Oil Company of New Jersey just prior to its sensational rise. Altho his capital was extremely small then, so he told me to-day, the fact that this stock rose approximately sixty points gave him profits which placed him in a position to make further investments on a large scale. Practically all of them were profitable.
>
> While Lieutenant Wood said to-day that he did not know offhand the exact amount of his profits, he estimated them at between $700,000 and $800,000.
>
> For some time stories have been in circulation in New York, Washington, Chicago, and Manila that Lieutenant Wood had engaged in heavy investments in securities, and it was reported that he had made deposits in New York and Chicago aggregating $2,750,000.
>
> According to one such story, Lieutenant Wood had deposited a total of $1,750,000 in the Manila branch of the Hongkong and Shanghai Bank for transfer to the New York branch of that bank with instructions to place it to his credit with the Central Trust Company of Chicago, of which Gen. C. G. Dawes is head. As the story was told, the New York branch, having no Chicago correspondent, deposited this large amount with the Chase National Bank of New York, which forwarded it to the Chicago bank. The deposits, it was said, were made in the name of Lieutenant Wood.
>
> Later, according to the reports in circulation, Lieutenant Wood forwarded an additional million dollars through the Manila branch of the Hongkong and Shanghai Bank to its New York branch, with instructions to retain it in New York to Lieutenant Wood's credit. It was reported, also, that his transactions were so enormous that he had incorporated under his own name. The truth of this account of Lieutenant Wood's financial transactions would mean that he had accumulated in a short time amounts aggregating $2,750,000.

The lieutenant's stock deals, reports *The Times*, in a later issue, were based on "tips" sent out by a small bureau "which makes a specialty of market advice to speculators." For this service, continues the report:

> Wood paid $500 a month for several months, but in midsummer of this year he had been so successful in the market that he voluntarily increased the tipping fee to $1,000 a month.
>
> It also came out that despite his distance of some 10,000 miles away from the seat of market action, despite the small capital with which he says he started, and which must have continued to handicap him, and despite the uncertainty which must have

Drury College Library
Springfield, Missouri

Buick's Twentieth and Greatest Year

IT is now twenty years since Buick first began to manufacture and sell Buick motor cars.

Significant of Buick's achievements and position in the industry throughout these two decades are Buick's accomplishments in this, its twentieth year of existence.

During 1923 Buick built its millionth car.

During these same twelve months Buick broke all production records for cars of its class.

In August, 1923, after long and intensive research, Buick provided the public with the proved Buick four-wheel brakes—just as more than twenty years ago Buick added to motor car utility and efficiency by producing the valve-in-head engine.

And, for the sixth consecutive year, Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business.

Noteworthy as is this record of past achievement, it assumes added meaning as a substantial promise of an even more successful future. For, from the rich background of experience—with all of its unequalled manufacturing facilities—and inspired by a deep sense of personal obligation to Buick friends, owners and the general public—Buick will seek ever to maintain on an even higher level its position as the Standard of Comparison.

VALVE-IN-HEAD
Buick
MOTOR CARS

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

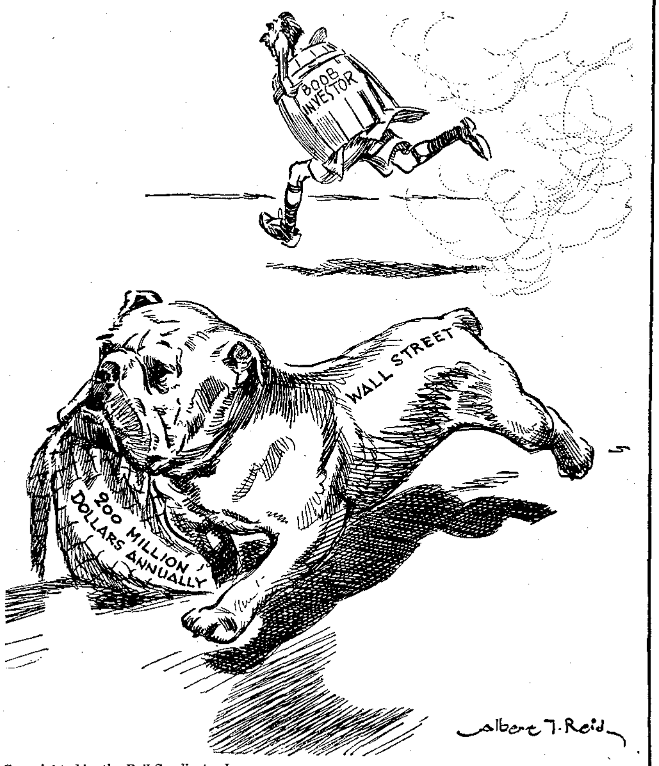
BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation

Pioneer Builders of
Valve-in Head Motor Cars

Branches in all Principal
Cities—Dealers Everywhere

attended getting his "tips" at the right time, young Wood developed into a very heavy trader, after his initial success in Standard Oil of New Jersey in the "dividend market" of late 1922. During the last year Lieutenant Wood has plunged heavily on both the "long" and "short" side of the market. On single days he has been the possessor—on margin—of a line of as much as 35,000 shares of stocks. He has been "long" of as many as nineteen separate stocks on the New York Stock Exchange list, and at other times, when he believed the market was due to decline, has been "short" of as many as fourteen separate stocks.

One head of the tipping bureau is the son of a Methodist bishop and claims a record of thirty-three years in Wall Street. He freely admitted yesterday, practically to all comers, that he had served as Wood's market mentor for more than a year, and in his unpretentious little office in Broad Street gave details of the information he had given to Wood, exhibiting as evidence of his statements a number of cable dispatches signed by Wood, in which the young man had told of his market position.



Copyrighted by the Bell Syndicate, Inc.

"THE RUSH TO WALL STREET WILL BEGIN"

The "bears" and "bulls" are reported to have been having a lean time lately, but it is predicted that the story of Lieutenant Wood's splurge will produce "lambs" and "suckers" in plenty.

The tipster conducts a varied service. He prints a daily market sheet or service, evidently mimeographed, in which a general review of the market is printed, together with a list of the active stocks with advice as to what should be done with them—that is, whether they should be bought or sold. In addition, he has a list of clients whom he advises by wire as to the probable market action of stocks. Lieutenant Wood was one of the preferred customers. In fact, he declared yesterday that Wood had paid his firm more money for market service during the last year than had been paid by any individual in the country to any other stock service.

Professional and speculative Wall Street calls such a service a "tipping bureau," and pays no attention to it whatever. Taken as a whole, such a service usually is supported by small traders, who trust that its proprietor has some sort of "inside" information from which they may profit. Hardened and experienced professional traders and most of the amateur traders do not listen to "tips" of this sort. However, Lieutenant Wood appears to have followed religiously the advice given him, as was shown by the cable messages from the young man in Manila, exhibited by the tipster.

"It would be foolish to believe that Wood made all of his money in one stock," declared the New York bureau manager. "Make no mistake about the young man's trading ability. He's as quick and bright as a new steel trap. I have watched him switch his position in the market as quickly as any trader in the Street."

Osborne Wood's "tips" cost from 92 cents per word to $1.12 per word in cable tolls, according to the tipster. The "urgent" messages of the Commercial Cable Company cost the sender $2.52 a word from New York to Manila. No time is guaranteed. A message takes from ten minutes to thirteen hours in transmission, according to the state of the traffic. Congestion is greatest between 4 o'clock and 5 o'clock in the afternoon. The difference in time between New York and Manila is thirteen hours. When the Stock Exchange opens in New York at 10 A. M., it is 11 P. M. in Manila; and when the Exchange closes at 3 P. M., it is 4 A. M. in Manila. The difficulties in active trading, therefore, have been multiplied in the case of young Wood.

The advisory messages filed via Commercial Cable at midnight each night varied in length and, of course, in cost. Wood's name was sent in code, known to the cable office in Manila. The balance of the messages was in plain English. On days when no fresh advice was to be sent, the mere word "unchanged" was sent by cable to Wood. But frequently he wanted longer and more detailed advice. The maximum price in cable tolls paid in a single day was $80. The cost ran as high as $400 in a single month.

Evidently Wood dabbled in the market before going to Manila. From June to July, 1922, the tipping bureau's service was sent to him in Chicago by mail. Then he instructed that it be sent by cable to Manila. The first message was sent October 9, 1922. This just about coincides with the date of the "top" for Standard Oil of New Jersey, in which Lieutenant Wood declared on Monday to a special correspondent of the New York *Times* in Manila, he made his first large amount of money.

Wall Street itself, reports an investigator for the New York *Evening Telegram*, is most skeptical of all this explanation. The brokers say, according to the reporter, that a fortune would be required to handle such a volume of shares as young Wood traded in. The inquiring reporter's article runs:

> Skeptical Wall Street, accepting the report that Lieut. Osborne C. Wood, son of the Governor-General of the Philippines, made a "killing" of $750,000 in long-distance speculations, to-day did some quick figuring and attempted to spike the story that the young officer had made his fortune on a shoe-string. Veteran speculators pointed out that for him to have bought only 1,000 shares of Standard Oil stock, in which he made his initial big gain, he would have had to put up from $20,000 to $40,000, a sum looked upon as more than a shoe-string. Handling of 35,000 shares, claimed for Wood, would have required as much as $400,000 in margins, they added.

Both Secretary of War Weeks and Governor Wood are reported to have asked the young lieutenant to discontinue his speculations, and a late dispatch from Manila credits him with the intention of resigning from the Army in order to enter the diplomatic service. In the meantime, believes the New York *Tribune:*

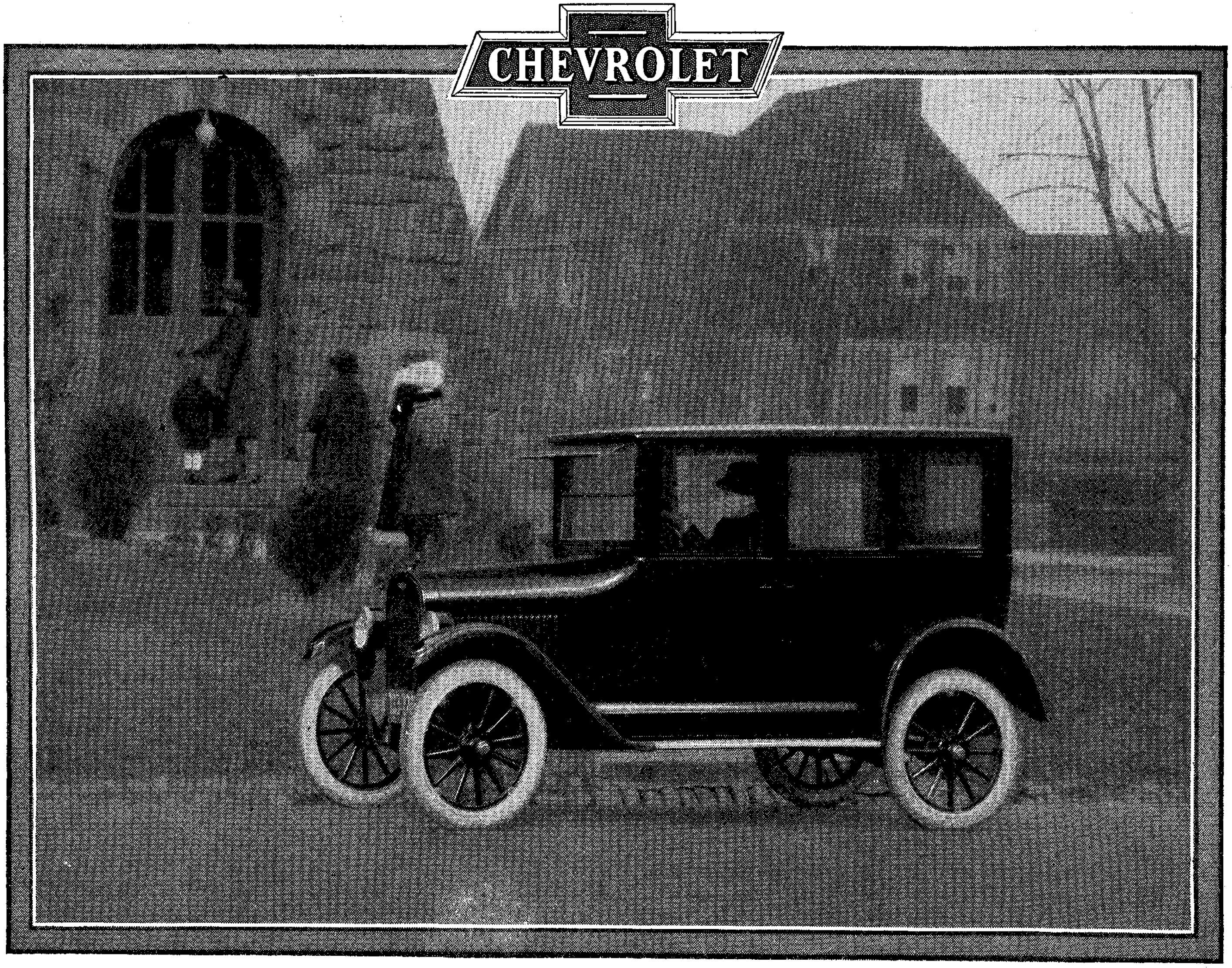
> General Wood has rightly insisted upon complete publicity for the facts of his son's speculations. The United States has done an immense humanitarian task in governing and educating the Filipinos. The standards of American rule have been the highest. The country knows that General Wood has lived up to them.
>
> There is all the more regret, therefore, that Lieutenant Wood did not appreciate the peculiar responsibilities of his post. No one will begrudge him a fortune legitimately gained. But with the honor of his country at stake, with Filipino politicians and American politicians ready to distort any action by an American official into wrongdoing, it behooved him to avoid even the appearance of suspicious conduct. If he desired to become a Wall Street speculator, he should have resigned as an aide to the Governor-General. General Wood was right to halt his son's operations. He is equally right in opening to the public the full record of the transactions.

The New York *Times*, which sent a reporter to Manila to investigate the report of Lieutenant Wood's speculations and was the first newspaper to "break" the story in New York, holds these same ideas, with rather more emphasis. General Wood was right in asking for full publicity, believes the editor, but:

> As for the son, he must have been amazingly dull or inconceivably reckless with respect to the attempt which he was making to get rich quickly. He should have known, in the first place, that what he was doing was highly improper in any Army officer. In addition, he ran a frightful risk as the son of his father and an aide on that father's staff. The possibility that scandalous charges might be brought not only against himself but against the Government of the Philippines, with which he had so delicate an official and personal relation, seems never to have entered his head. Yet he must have known with what keen eyes the Filipino enemies of General Wood would watch the steps of Lieutenant Wood. He could not have been ignorant that it was his duty

for Economical Transportation

CHEVROLET



The Economical Quality Car

When low priced cars came on the market, PRICE was the magnet that drew buyers because low price made automobiles possible for millions hitherto debarred from the advantages of motor transportation.

Time and experience have developed the fact that purchase price—although an important factor—must always be considered in connection with operating and maintenance costs.

Chevrolet prices are not the lowest on the market, yet Chevrolet economical transportation averages lowest in cost. This average cost considers the purchase price, interest on investment, depreciation and all operating and maintenance costs.

A detailed comparison with any other car in the low priced field will convince you that Chevrolet is the best buy because of its superior quality and because the purchase price includes full equipment.

More than a million Chevrolets are now in use. Twelve huge plants are now building them at the rate of two thousand five hundred per working day. Nearly one-half million Chevrolets were bought in 1923—far exceeding in number the sales of any other quality car.

Thus, our statements have the strongest possible backing, namely, the faith and patronage of the American people who know automobiles and know practical values better than any other people on earth.

Let any one of our seven thousand dealers show you our seven types of cars and explain how easy it is to get one and enjoy its use.

Chevrolet Motor Company, Detroit, Mich.

Division of General Motors Corporation

Five United States manufacturing plants, seven assembly plants and two Canadian plants give us the largest production capacity in the world for high-grade cars and make possible our low prices.

Prices f. o. b. Flint, Mich.

SUPERIOR Roadster	$490	SUPERIOR Commercial Chassis	$395
SUPERIOR Touring	495	SUPERIOR Light Delivery	495
SUPERIOR Utility Coupe	640	Utility Express Truck Chassis	550
SUPERIOR Sedan	795		

Chevrolet Dealers and Service Stations everywhere. Applications will be considered from high-grade dealers only, for territory not adequately covered.

> to avoid even the appearance of evil, lest he should be the means of bringing scandal upon the entire American Administration in the Philippines. If he did not realize it in advance, he will soon discover how eagerly the political opponents of the Governor-General will seize upon the acts of his son in order to intensify the bitterness of their attacks upon Leonard Wood. Seldom can there have been a case of a son so lightly hazarding the reputation of his father.
>
> If Lieutenant Wood's explanations are received with almost universal skepticism, the reason is that they are manifestly incomplete. The whole truth will have to come out. On his return to this country there can be little doubt that Lieutenant Wood will be called before a committee of Congress, as the Frear resolution for an investigation will gain new force. Then he will be asked to fill up all the gaps in his narrative; to spread out his astonishing speculation in all its details; to give the names of the brokers through whom he operated, and of his backers, if he had any; to produce books showing every purchase and sale in his name, and every transfer of funds to and from New York and Manila. If he is wronged by the surmises which now inevitably attach to his name, the only way to dispel suspicions that may be unjust is to make a clean breast of the entire business from beginning to end.

In the meantime, however, says the New York *Evening Journal*, condensing the regrets of numerous commentators, "a host of fools will try to imitate Lieutenant Wood's luck," and—

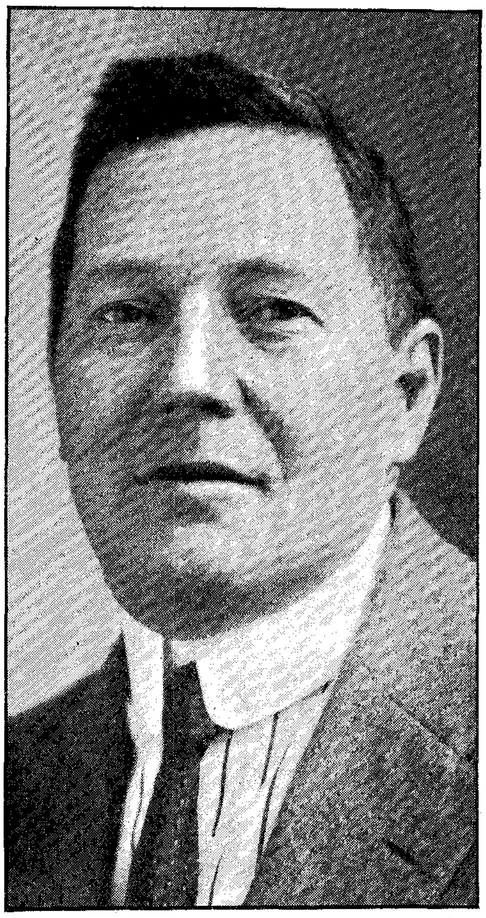
> Thousands will now start stock gambling without young Wood's special sources of information and judgment.
>
> It might warn the gamblers if they could see a list of several hundred stocks, practically all worthless, soon to be sold at auction for anything that they will bring.
>
> The trouble is that only experience will cure a gambler—and that not often.

Our income-tax laws, remarks a thoughtful member of the Washington Bureau of the New York *Tribune*, will have something to say in the matter of Lieutenant Wood's big gains. In fact—

> Uncle Sam in the guise of tax-collector is likely to be heard knocking at the door of the Lieutenant with an invitation to hand over something like $376,000 out of his reported winnings of between $700,000 and $800,000 in Wall Street. This surmise is contingent on his returns to the internal revenue collector checking with the figures he gave in an interview in Manila of winnings in his Standard Oil "flyer."
>
> Figuring that he cashed in profits of $700,000, all within this calendar year, his surtax would be $320,960, while to this must be added the 8 per cent. tax on all over $4,000, which would run it to $376,000.
>
> If his winnings were divided as between two calendar years, and on the basis that the division was approximately equal, his surtax for each of the years would be $145,960, or $291,920, while his 8 per cent. tax would be roughly just a little less than if it had all been in one year, making a total of about $342,000.
>
> If the higher figure mentioned by Lieutenant Wood for his possible winnings, $800,000, should prove correct, Uncle Sam should collect just half of the additional amount, or $50,000 more.
>
> While the question of a Congressional investigation of Lieutenant Wood's financial deals will not be settled until after the reconvening of the House and Senate, there are strong indications there will be one.
>
> It is fully recognized here that those elements in the House that want independence for the Philippines, and are opposed to the Administration of General Wood, are interested in the speculations of Lieutenant Wood only to the extent that they may reflect on General Wood himself.

AN EDITOR OF "THE WORLD" AND OF THE WORLD

A BOY NAMED COBB WAS BORN FORTY-FOUR YEARS AGO last August, in Shawnee County, Kansas. He spent his youth there amid pioneer conditions. When he was still much on the lower side of his 'teens, his father, a native of central New York, took him to the lumber woods in Michigan, where he made further acquaintance with rough surroundings and rough men. All the formal education he ever had was gained in the public schools and in the Michigan State Normal School. Experience and observation, as a working boy in a lumber camp in sawmill yards, supplemented his schooling at first, and later his knowledge was extended by travel, by association with keen minds in this and other lands, and especially by eager and ceaseless study. When he died, four days before Christmas, his official position was editor of the New York *World;* but Frank I. Cobb was everywhere saluted as one of the few American editors who belonged to the world at large.



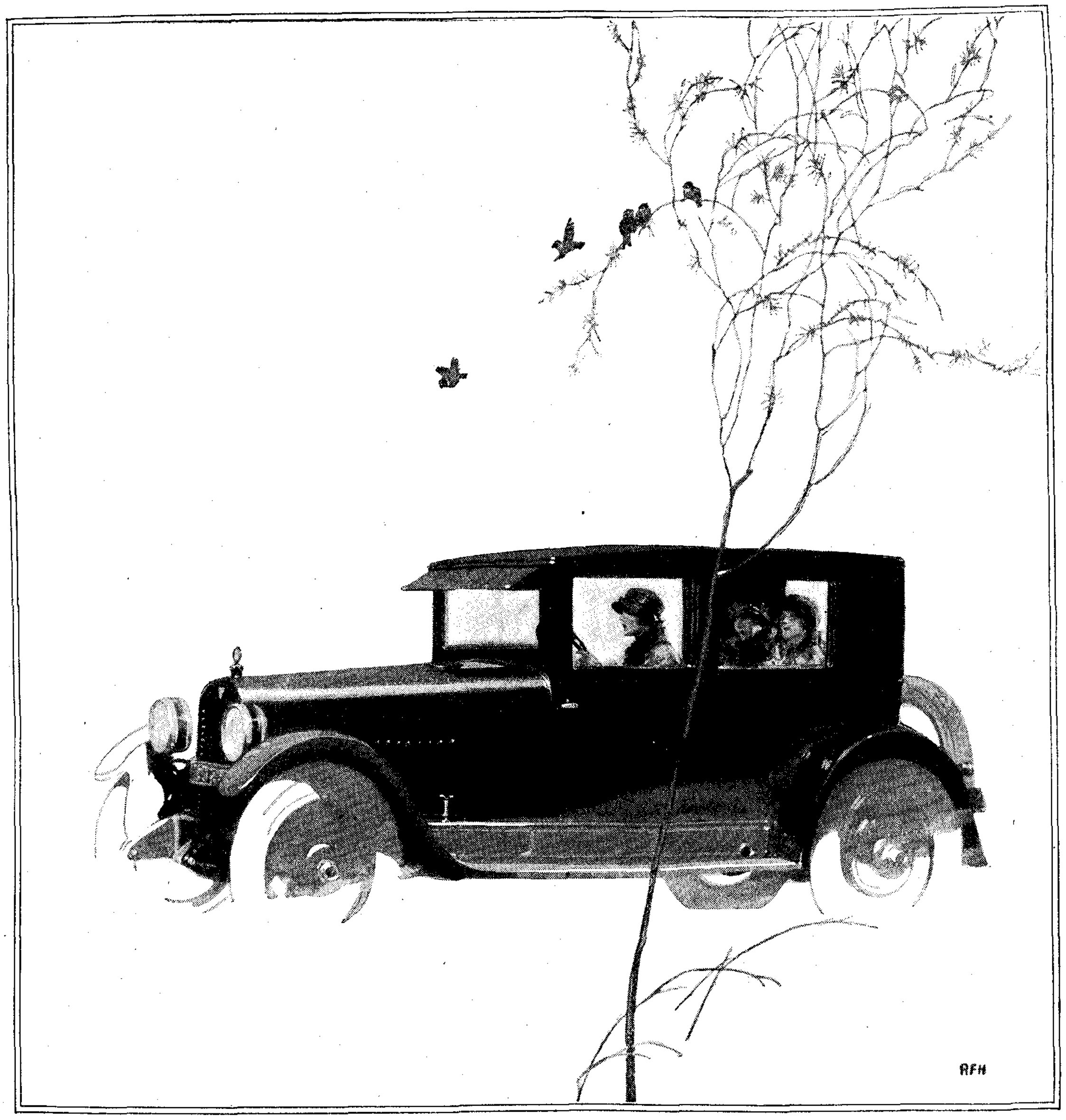
A FIGHTER WITH THE PEN

Frank I. Cobb, late editor of the New York *World*, rose to distinction because of his ideals, and his vigorous way of championing them.

It was recalled that, in spite of his common newspaper writer's fate of anonymity, his counsel had been a power in the land during the days of the Great War, that his nearness to the War Administration took him abroad as one of the American advisers and observers during the Peace Conference at Versailles. In New York, and, in a lesser degree, throughout the country, his editorial page had been famous almost since the day, twenty years before, when Joseph Pulitzer brought him from the Detroit *Free Press*, and gave him practically a free hand in shaping the editorial policy of *The World*. Long before Cobb was made editor-in-chief on the death of the elder Pulitzer, *The World* editorials were signed, remarks a writer in *The Evening Telegram*, even tho no name was attached to them, for "Cobb's work was signed by his style." "Through the penumbra of anonymity," agrees the *World's* editor, "readers of *The World* came to see the figure of a man with generous purposes, and a singular gift of style." He made his reputation chiefly as a radical, well-equipped for battle. "He had a way of exposing a sham," comments a *Nation* editorial writer, "by a touch of brilliant sarcasm, which undoubtedly had something to do with Henry Watterson's declaration that he was by all odds the most brilliant editorial writer of his day." It was one of the ideals most strongly held in his later years, that our Constitution, "long outworn, had become a straitjacket preventing the normal development of our political life."

It was more or less an accident, writes John L. Heaton in the course of an extended biography in the New York *World*, that this successful editor ever got into journalism. His normal-school training fitted him to become a teacher. However, "by happy accident," he was practically "drafted into journalism," and—

> His first vote nearly coincided with his beginning newspaper work as a reporter on the Grand Rapids *Herald*, of which he became political correspondent and city editor. At twenty-four he shifted to the Grand Rapids *Eagle* as city editor; at twenty-five to the Detroit *Evening News* as political correspondent again. At twenty-seven he was editorial writer on the same newspaper,



HUDSON

Offers a Finer Coach on a New Super-Six Chassis

The Coach

$1475

New Models

Speedster - - - -	$1350
7-Pass. Phaeton - -	1425
Coach - - - - - -	1475
Sedan - - - - - -	1895

Freight and Tax Extra

At almost open car cost the new Hudson Coach gives all the utility you can get in any closed car, enhanced by an even more attractive and comfortable Coach body. You will note at once its greater beauty, more spacious seating, wider doors and longer body. The lines are new, too. With this finer body you also get the advancements of a new Super-Six chassis. It has the reliability and economy of maintenance and operation for which everyone knows Hudson. To these it adds a degree of smoothness in performance that will surprise and delight even those who best know the Hudsons.

Hudson Motor Car Company

Detroit, Michigan

> and he was barely past thirty when he became leading editorial writer of the Detroit *Free Press*, where he remained four years. His newspaper experience in Michigan, not fifteen years all told, was more varied and educative than would have been possible in the metropolitan field. He "covered" several sessions of the Michigan Legislature, some of them scandalous and all of them lively. He reported three national conventions of both great political parties, gaining a wide acquaintance with party leaders from every State, none of whom ever forgot the eager, impetuous, stalwart young man whose judgments were so mature despite his enthusiasms and his impulsiveness; whose strong features commanded attention, whose eyes reflected sympathy, merriment, kindliness and an unfailing interest in men of every sort.

Cobb was called to the New York *World* in 1904. For nearly twenty years, continues Mr. Heaton, during times which brought such trials and stresses of events, both domestic and foreign, as have seldom battered the American commonwealth—

> He was in close connection with the *World's* editorial page and, after a brief period of preparation in frequent conference with Joseph Pulitzer, he was almost constantly in charge of it, tho the title of editor did not pass so long as Mr. Pulitzer lived.
>
> It would be idle to remark that it was a period that made history. It included the *World's* great campaign against corruption in the insurance world, in which the political fortunes of Charles E. Hughes were so deeply involved; the local Administration in New York of Mayors McClellan, Gaynor, Mitchel and Hylan; the Taft campaign of 1908, and the Roosevelt schism of the Progressives; the Panama libel suit brought against *The World*, the Indianapolis *News*, and certain of their editors, by the direct order of President Roosevelt—in which by the way, all honors remained with the defendants—and the opportunity, with the need, of sharp comment upon many phases of political waste, corruption, incompetency, and hypocrisy. In such fights, Mr. Cobb was ever in the forefront.
>
> Incomparably the most weighty burden those crowded years piled upon his shoulders was, of course, bestowed by the World War. In this crisis he was a wise adviser, opposed to a premature entering into the struggle when American public sentiment would not have sanctioned such a course, but when once we were engaged, strongly championing the American cause, and as strongly pleading, when the fighting ceased, for an intelligent study of terms upon which real peace could be expected. In this course, marked out for him and for *The World* by manifest necessity, he was brought into such prominence as a supporter of the Wilson policies, as embodied in the Fourteen Points, and in domestic reforms, as to cause much ignorant, and some ill-natured, comment upon *The World* as "Mr. Wilson's Organ."
>
> Since the close of military operations in 1918, Mr. Cobb had been sought by many organizations as a public speaker, and his views on public affairs were often solicited by magazine editors. Such invitations were in most cases declined. Exceptions were made when, in November, 1921, he printed an article in *The Atlantic Monthly*, detailing the shocking expenditures still made for war-like purposes, even with the example of the Great War before humanity for its guidance; when in January, 1920, he spoke before the City Club of New York, describing how freedom of press and speech, and even thought, had been curbed during the war, and how freedom even in peace was endangered by those who would continue such practises; as when, in *Harper's Magazine* for June, 1923, he pointed out that "of all the self-governing nations that emerged from the blood and welter of the World War, none of them fashioned its Constitution after that of the United States; all of them rejected Congressional Government in favor of Parliamentary Government"—and asked some pertinent questions why world fashions in Constitution-framing had changed.
>
> The technique Mr. Cobb devoted to his great life work was of a high order. With him editorship did not consist merely of inspiring, directing and, at need, restraining the labors of others, tho he did that well, and it is important. He was a powerful editorial writer in his own right. It is a calling that derives straight from Cobbett and Peter Zenger, from Tom Paine and Franklin and Alexander Hamilton, from Defoe and Milton, further back; the essentials of the art have not changed by the shifting of its scene from the pamphlet to the daily newspaper. Of a little group of known and distinguished contemporaries—headed, as dean, by the late Colonel Watterson and including William Allen White, the late Dr. McKelway of Brooklyn, E. P. Mitchell of the old *Sun*, the late Charles R. Miller, and others—he was an acknowledged member, and most of the leaders of that profession he knew personally and intimately. By newspaper men, at least, Colonel Watterson's jest at Cobb about boring a hole in the *World's* gilt dome to "let the darkness out" is still remembered.

CAN OUR "Y" UNSNARL THE TANGLED GERMAN FINANCES?

TWO AMERICANS WERE APPOINTED to "sit in" on the commission, scheduled to meet on January 10, to straighten out the money tangle in Germany. One of them is General Charles G. Dawes, former director of the United States budget—"Hell-and-Maria" Dawes—who has saved millions of dollars for American taxpayers, and, incidentally, got himself rather well known. The other is pretty much of an unknown quantity. In fact, he is simply "Y," says Samuel D. McCoy, writing in the New York *World*. Mr. McCoy explains:

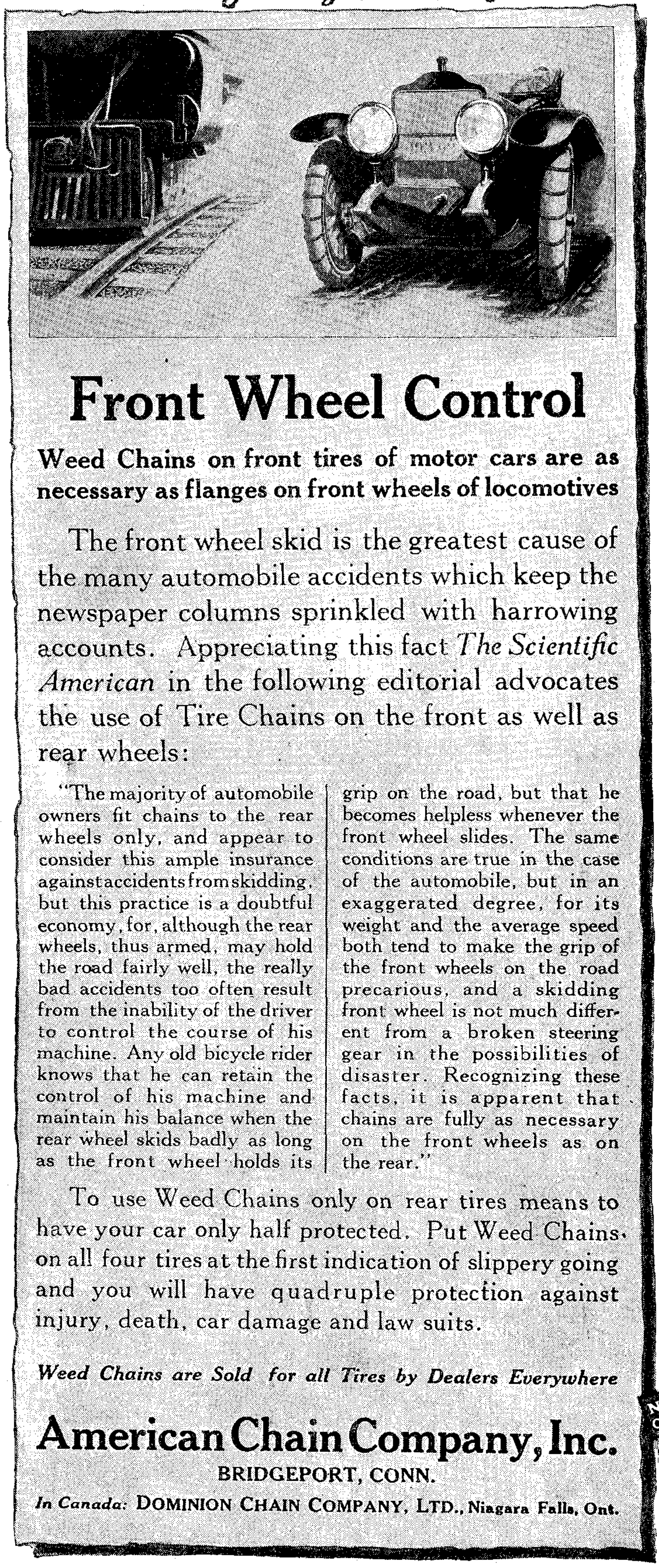
> If you're a radio fan you may think that WGY means "General Electric Company, Schenectady, N. Y." So it does. But the "Y" also stands for "Young"—Owen D. Young, Chairman of the Board of Directors of the General Electric Company.
>
> Young is young—forty-nine; long, lean, lanky, muscular. His hands are as big as two of the ordinary man's. He got that way by plowing when he was a boy.
>
> He was born on a farm up in New York State—Van Hornesville, Herkimer County. The town had seventy-four inhabitants when Young's ancestors settled there nearly 200 years ago, and has seventy-four inhabitants now. There's an American background for you!
>
> All his folks were farmers, till Owen came along. His father farmed 120 acres.
>
> Slow-moving young fellow, but stubborn. When those big hands got a grip on something, they held on. Same way with his brain. When he got a grip on an idea, he hung on. And always joking, for all he looked so slow. You'd have thought he was serious, till you saw the twinkle in his eye.
>
> For instance: When he was fourteen, he had to drive one day up to Cooperstown. Got there all hot and sweaty. Went into the courthouse, like a farm boy would, to gawk around. Saw two men sitting in there, cool, calmly talking. Found out they were lawyers. Said to himself: "Why, is that all they have to do, just sit in the shade and talk? That's what I'm going to do!"

So young Young went home and told his mother that he had to go to school, and his mother, with the assistance of his father and an uncle, managed to fix it so he could. When he was ready for college, there was no money, and he could not win a scholarship because a person had to be seventeen years old to be awarded one, and he was only fifteen. His father managed to raise $1,000, which lasted Young for four years at St. Lawrence University at Canton, New York. After that, he earned his way through Boston University Law School, doing a three years' course in two, and gaining the unusual distinction of being made a Bachelor of Laws at twenty-two years old. For the next seventeen years, he practised law in Boston, making a specialty of the organization and financing of electrical utilities companies. At thirty-nine years old, he became vice-president and general counsel of the General Electric Company, in New York. Four years ago, he sat at a long table in Paris, with two men from England, two from France, two from Germany, two from America, and considered the snarl in the international radio field. He is credited with having settled that difficulty through his proposal that a trusteeship should solve the problem. Since then, concludes Mr. McCoy:

> He has gone on, as before, attacking problem after problem. He finds out what the first 1 is, and what the second 1 is, and the third 1, and the fourth 1. And he adds them together and finds they make 4. You can work out most anything that way, no matter how hard it may seem.
>
> Who knows? Perhaps the international muddle that springs from the state of German finances will turn out to be solved just as simply as that.
>
> General Dawes has a mind that works like Owen Young's: the two of them will represent about the best that America has to offer.
>
> Then maybe a fellow will have some time to visit his mother, and to play around with his family, and to see how his herd of prize cows is getting along, and to get into an old suit of clothes and go fishing.

Weed Tire Chains and Four Wheel Brakes

From Literary Digest May 6, 1916



Front Wheel Control

Weed Chains on front tires of motor cars are as necessary as flanges on front wheels of locomotives

The front wheel skid is the greatest cause of the many automobile accidents which keep the newspaper columns sprinkled with harrowing accounts. Appreciating this fact *The Scientific American* in the following editorial advocates the use of Tire Chains on the front as well as rear wheels:

"The majority of automobile owners fit chains to the rear wheels only, and appear to consider this ample insurance against accidents from skidding, but this practice is a doubtful economy, for, although the rear wheels, thus armed, may hold the road fairly well, the really bad accidents too often result from the inability of the driver to control the course of his machine. Any old bicycle rider knows that he can retain the control of his machine and maintain his balance when the rear wheel skids badly as long as the front wheel holds its grip on the road, but that he becomes helpless whenever the front wheel slides. The same conditions are true in the case of the automobile, but in an exaggerated degree, for its weight and the average speed both tend to make the grip of the front wheels on the road precarious, and a skidding front wheel is not much different from a broken steering gear in the possibilities of disaster. Recognizing these facts, it is apparent that chains are fully as necessary on the front wheels as on the rear."

To use Weed Chains only on rear tires means to have your car only half protected. Put Weed Chains on all four tires at the first indication of slippery going and you will have quadruple protection against injury, death, car damage and law suits.

Weed Chains are Sold for all Tires by Dealers Everywhere

American Chain Company, Inc.
BRIDGEPORT, CONN.
In Canada: DOMINION CHAIN COMPANY, LTD., Niagara Falls, Ont.

Quick brake action is certain only when wheels are chained to the road. A car in motion is safe only when you have steering control, whether you have brakes on two wheels or four.

For fifteen years Weed Tire Chain advertising has been devoted to making motoring safe – to preventing skidding, the cause of most serious accidents.

Weed Chains on the rear wheels for traction; Weed Chains on the front wheels to give steering control; and on all four wheels for maximum protection against skidding.

Long before the four wheel brakes were heard of, Weed Tire Chain advertising was advocating Front Wheel Control to prevent skidding. (See our ad. of May 6, 1916, reproduced on this page)

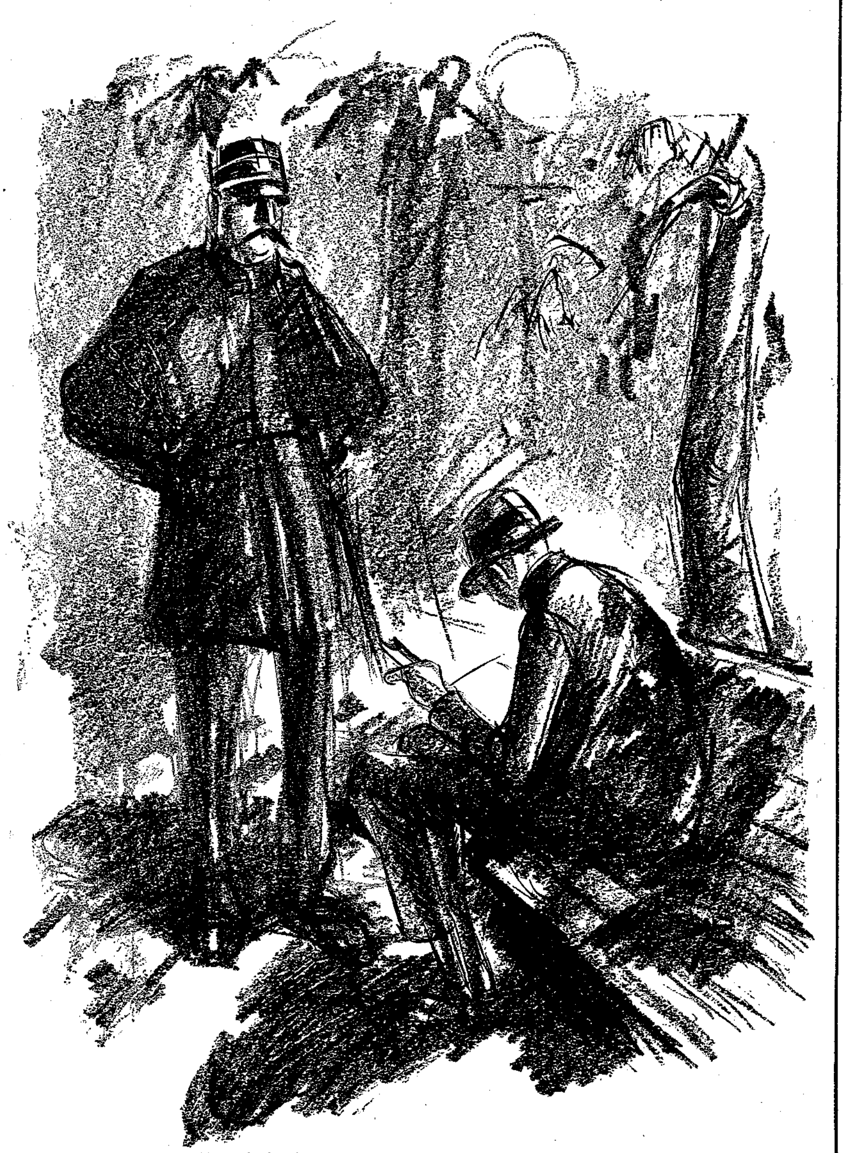
Whether you use Four Brakes or Two, when roads are wet and slippery use genuine Weed Chains on all four wheels for steering control and to prevent skidding.

NAME WEED ON EVERY HOOK

Yours for Safety,
American Chain Company, Inc.
Bridgeport, Connecticut.

HAVE WE A LIVE AMERICAN LITERATURE?

WE HAVE, ANNOUNCE TWO visiting English literary men, and, with interesting unanimity, they pick out Mark Twain's "Huckleberry Finn" as one of the bright and shining lights of it. Mark Twain's masterpiece is worthy to be classed with "Don Quixote" or Pickwick," or any of the great roving novels of the past, declares Archibald Marshall, the English novelist, in the course of a discussion of "Last Century's Literary Favorites." He brings the story up to date by declaring that it is nothing less than "The Great American Novel," for which we have all been waiting so long.



Courtesy of "The International Book Review"

ACQUIRING AMERICAN FICTION UNDER DIFFICULTIES

Mr. Swinnerton, a visiting British novelist, recalls that he finished "The Scarlet Letter" in a French park, into which he had been chased by ferocious occupants of his room.

"'Huckleberry Finn' is undoubtedly one of the world's classics, full of beauty and romance," announces Frank Swinnerton, one of Mr. Marshall's brother English novelists, in a characteristically individual review of "American Literature from the Outside." Mr. Swinnerton, who contributes his article as the leading feature in the current number of *The Literary Digest International Book Review*, announces that he may "claim to have been brought up on American literature." Mr. Marshall, whose article follows Mr. Swinnerton's in the same magazine, seems also to have received a good part of his inspiration from this side of the water, even tho he does not advance any claims as to having been "brought up" on the American classics. Mr. Swinnerton testifies, apropos of his own literary up-bringing:

My earliest years were spent with a beautiful American edition of "The Three Bears." There followed a book called, unless I have forgotten more than seems likely, "Golden Stories," which contained delicious tales about a little boy named Jean Petit and his mice, and a fine bear who made gingerbread pills. There was Howard Pyle's "Robin Hood," which I still love so much in memory that I am afraid to reread it lest the joy should be diminished by increased stringency of criticism. Above all, there were the works of Miss Alcott, especially those dealing with the March family, in which I believe it would still be possible for me to pass an examination. Followed Mark Twain (whose "Huckleberry Finn" is unquestionably one of the world's classics, full of beauty and romance in spite of its veneer of oddness, and an unforgetable memory), and Bret Harte, of whose too-much-neglected work there will still one day be adequate appreciation; and, at a later date, Edgar Allan Poe and Nathaniel Hawthorne. I remember reading "The Scarlet Letter" one time when, as a boy, I was alone in Paris, staying pennilessly in a filthy hotel, afraid to interrupt the creeping occupants of a populous bed, and therefore sitting upon a chair with the book until I found that the chair was also fully inhabited. I finished "The Scarlet Letter" in the early morning, sitting upon a seat in the gardens of the Tuileries.

It was several years later that I came across "The Grandissimes" of G. W. Cable, the early works of Richard Harding Davis, Robert W. Chambers and Winston Churchill. Mary Johnston, too, swam into my eye with her first three books. In each of these writers there was a fresh note of interest; and in Henry Harland there was something even more delicious and appealing. I could have read acres of books in similar vein to the "Van Bibber" stories of Davis, to the Creole tales of Cable, to the delicate fantasies of Harland. I did, in fact, read rods, poles, or perches of the works of Henry James, who for years was my idol as a novelist, and who still seems to me to deserve something much better of the esthetic critics who mold current opinion than the lukewarm sneers that he is given.

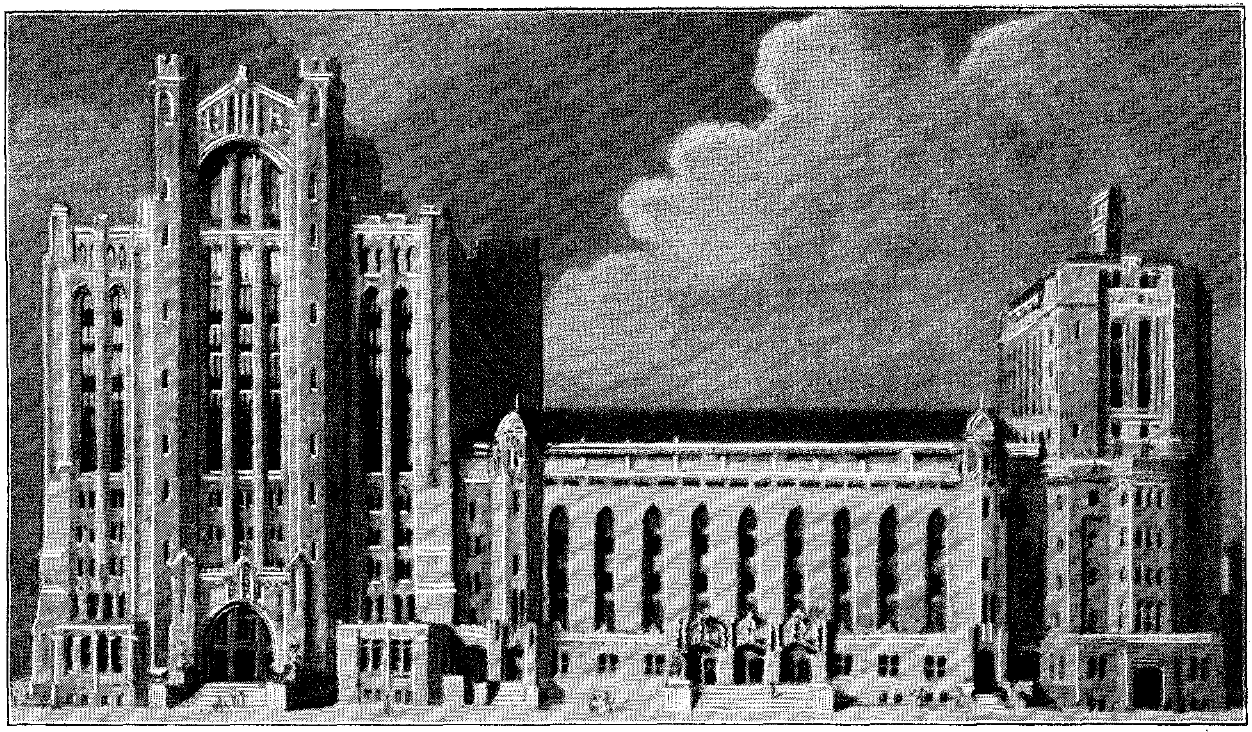
Mr. Swinnerton, as an English publisher's reader, has come in contact with a good many American books during the last ten years, and, he says:

The effect has been singular. I have made acquaintance with some of the best American books which have been published; and perhaps some of the worst. The latter I mention, not because they are worse than the English worst (they are not); but because there is a curious attitude of mind toward work produced in a country other than one's own. It is like this. When a fellow man does something ill, we say he is a bad fellow. When a woman does something ill, we single out in our minds the fact that she is a *woman*. When a Frenchman does something ill, we say "French!" just as we have said "Woman!" And just, no doubt, as other people conversely say "English!" We notice sex or nationality in others; but we do not notice it in ourselves, our own sex, our own nationality. Therefore I say that I have read some of the best American books and some of the worst American books; altho in fact they have all been books written in the language which the Americans share with the English.

I can claim in this way to have been one of the earliest admirers in England of Mr. Joseph Hergesheimer, altho my mind was definitely made up as to his serious importance in modern cosmopolitan literature by a story published here in *The London Mercury*, and called, I think, "A Sprig of Verbena." This was a really magnificent performance, of permanent value in art. Edith Wharton is another writer of international distinction whose work I have followed with admiration. Such a book, for example, as "Ethan Frome," technically so interesting, is most impressive. But it is not more impressive than other works of Mrs. Wharton's. It is merely more striking to the reader, as something definitely achieved, something more easily assimilable. Mr. Sinclair Lewis's books are less easily assimilable. They are gigantic. It is quite true that they have universality; but the mind is capable of getting all round them. Sinclair Lewis has wholly justified himself and his method by following up a great success with a

Viskalt Membrane Roof

Pliant Under Stress



The new Masonic Temple in Detroit, George D. Mason & Co., Architects and Builders

—on the largest Masonic Temple in the United States

THE new Masonic Temple in Detroit, erected at a cost of $5,000,000, is protected from the weather with a Viskalt Membrane Roof.

This beautiful structure can accommodate more than 15,000 people without the least confusion. Its electrical plant is large enough to supply power and light for a small city. Significant, indeed, is the fact that after exhaustive tests and thorough investigation the architects, Messrs. George D. Mason and Company, assisted by a competent building committee, finally chose the Viskalt Membrane Roof for this, the largest Masonic Temple in the United States.

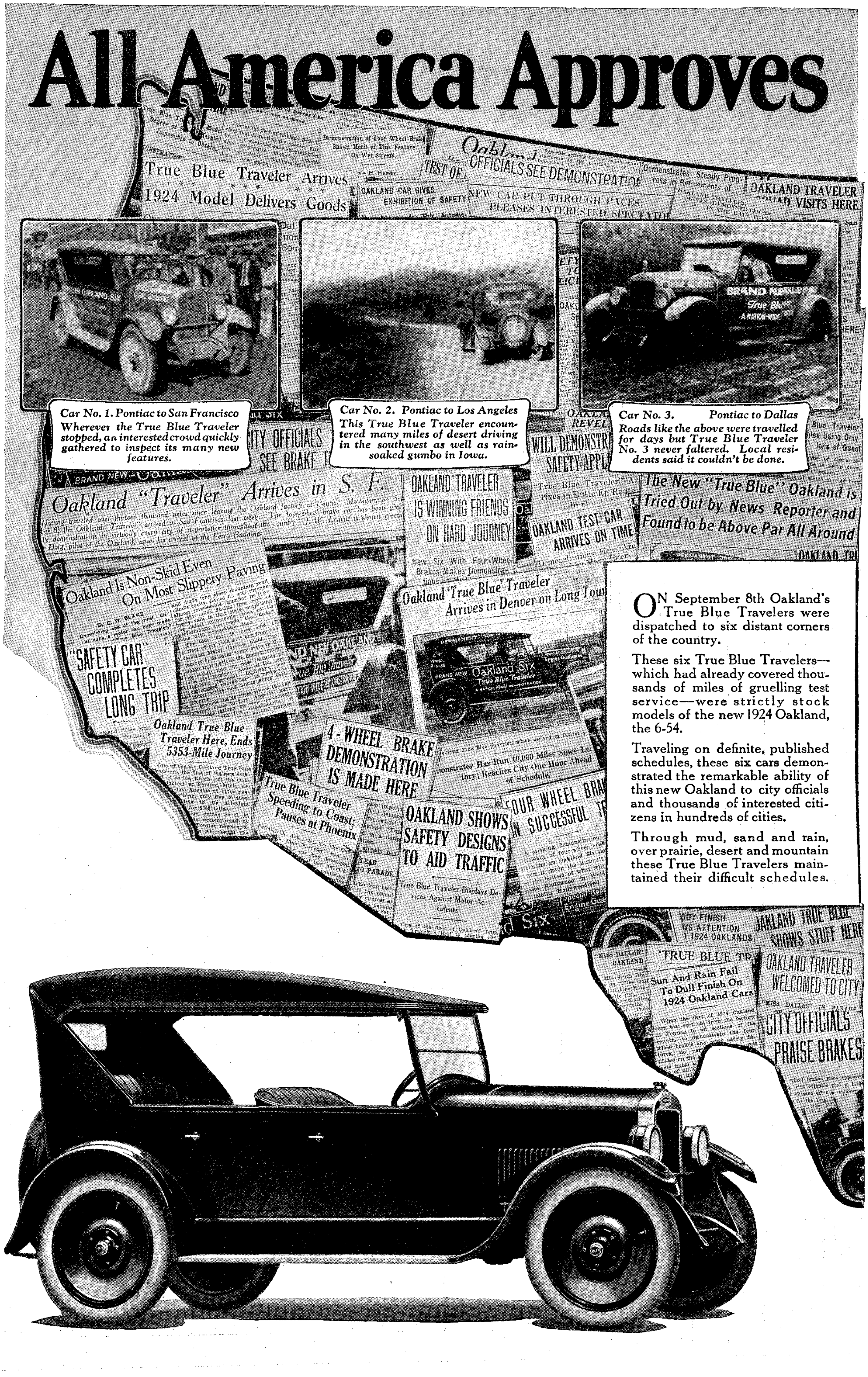
Fifty-five years of manufacturing experience are back of the materials used in a Viskalt Membrane Roof. There is a Viskalt Compound for every waterproofing need. Architects, engineers, and owners may have complete specifications by applying to the Construction Materials Division, Dept. 59-A, 1008 Fisk Building, New York City.

The RICHARDSON COMPANY
Lockland (Cincinnati) Ohio
Chicago New Orleans New York City
Atlanta Dallas

RICHARDSON ROOFING

© 1924, The Richardson Company

All America Approves


True Blue Traveler Arrives
1924 Model Delivers Goods
Demonstration of Four Wheel Brake Shows Merit of This Feature On Wet Streets
Oakland Car Gives Exhibition of Safety
Test of Oakland Officials See Demonstration
New Car Put Through Paces; Pleases Interested Spectators
Oakland Traveler Visits Here
City Officials See Brake Test
Oakland "Traveler" Arrives in S. F.
Oakland Traveler Is Winning Friends on Hard Journey
Will Demonstrate Safety Appliance
Oakland Test Car Arrives on Time
The New "True Blue" Oakland is Tried Out by News Reporter and Found to be Above Par All Around
Oakland Is Non-Skid Even On Most Slippery Paving
"Safety Car" Completes Long Trip
Oakland 'True Blue' Traveler Arrives in Denver on Long Tour
Oakland True Blue Traveler Here, Ends 5353-Mile Journey
4-Wheel Brake Demonstration Is Made Here
True Blue Traveler Speeding to Coast; Pauses at Phoenix
Oakland Shows Safety Designs to Aid Traffic
Four Wheel Brake in Successful Test
Oakland True Blue Shows Stuff Here
"True Blue Traveler"
Sun And Rain Fail To Dull Finish On 1924 Oakland Cars
Oakland Traveler Welcomed to City
City Officials Praise Brakes
Brand New Oakland Six True Blue Traveler

Car No. 1. Pontiac to San Francisco
Wherever the True Blue Traveler stopped, an interested crowd quickly gathered to inspect its many new features.

Car No. 2. Pontiac to Los Angeles
This True Blue Traveler encountered many miles of desert driving in the southwest as well as rain-soaked gumbo in Iowa.

Car No. 3. Pontiac to Dallas
Roads like the above were travelled for days but True Blue Traveler No. 3 never faltered. Local residents said it couldn't be done.

On September 8th Oakland's True Blue Travelers were dispatched to six distant corners of the country.

These six True Blue Travelers—which had already covered thousands of miles of gruelling test service—were strictly stock models of the new 1924 Oakland, the 6-54.

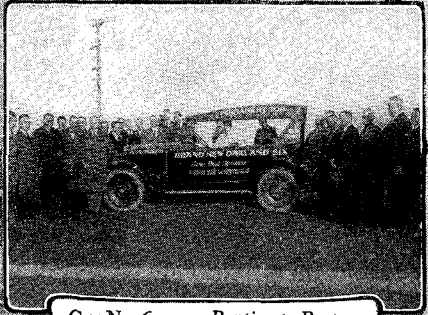
Traveling on definite, published schedules, these six cars demonstrated the remarkable ability of this new Oakland to city officials and thousands of interested citizens in hundreds of cities.

Through mud, sand and rain, over prairie, desert and mountain these True Blue Travelers maintained their difficult schedules.

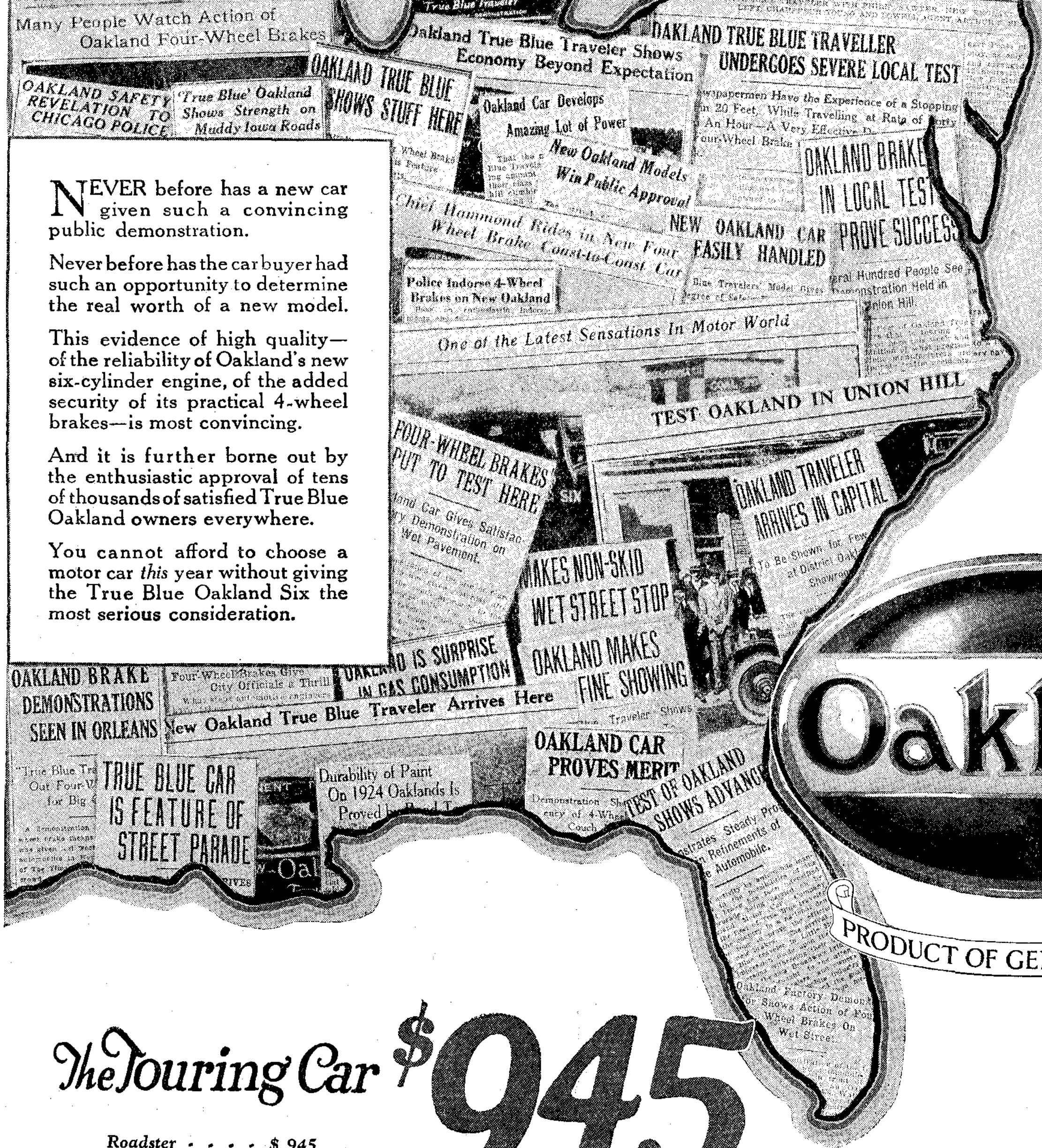
True Blue Oakland

Car No. 4. *Pontiac to Atlanta*
Turning a corner on a wet pavement at 25 miles per hour, as 4-wheel brakes are applied. Tire marks show absolutely no skidding.

Car No. 5. *Pontiac to Washington*
Fire departments always made it a point to get the streets good and wet for the quick-stop, four-wheel-brake tests.



Car No. 6. *Pontiac to Boston*
At most points city officials, newspaper men and leading citizens were out to welcome the Travelers. This view is in Rochester, N. Y.


Many People Watch Action of Oakland Four-Wheel Brakes
OAKLAND SAFETY REVELATION TO CHICAGO POLICE
'True Blue' Oakland Shows Strength on Muddy Iowa Roads
OAKLAND TRUE BLUE SHOWS STUFF HERE
Oakland True Blue Traveler Shows Economy Beyond Expectation
OAKLAND TRUE BLUE TRAVELLER UNDERGOES SEVERE LOCAL TEST
VERY QUICK STOPS
Oakland Car Develops Amazing Lot of Power
New Oakland Models Win Public Approval
OAKLAND BRAKE IN LOCAL TEST PROVE SUCCESS
Chief Hammond Rides in New Four Wheel Brake Coast-to-Coast Car
NEW OAKLAND CAR EASILY HANDLED
Police Indorse 4-Wheel Brakes on New Oakland
One of the Latest Sensations In Motor World
TEST OAKLAND IN UNION HILL
FOUR-WHEEL BRAKES PUT TO TEST HERE
OAKLAND TRAVELER ARRIVES IN CAPITAL
MAKES NON-SKID WET STREET STOP
OAKLAND MAKES FINE SHOWING
OAKLAND BRAKE DEMONSTRATIONS SEEN IN ORLEANS
New Oakland True Blue Traveler Arrives Here
OAKLAND CAR PROVES MERIT
TRUE BLUE CAR IS FEATURE OF STREET PARADE
Durability of Paint On 1924 Oaklands Is Proved
TEST OF OAKLAND SHOWS ADVANCE
Oakland Factory Demonstrator Shows Action of Four Wheel Brakes On Wet Street

NEVER before has a new car given such a convincing public demonstration.

Never before has the car buyer had such an opportunity to determine the real worth of a new model.

This evidence of high quality—of the reliability of Oakland's new six-cylinder engine, of the added security of its practical 4-wheel brakes—is most convincing.

And it is further borne out by the enthusiastic approval of tens of thousands of satisfied True Blue Oakland owners everywhere.

You cannot afford to choose a motor car *this* year without giving the True Blue Oakland Six the most serious consideration.

Oakland

PRODUCT OF GENERAL MOTORS

The Touring Car $945

Roadster . . . . $ 945
Sport Touring . . 1095
Sport Roadster . . 1095
Business Coupe . 1195
Coupe for Four . 1345
Sedan 1395
Glass Enclosures, Touring Cars $60; Roadsters $40

All Prices f. o. b. Pontiac

HAVE WE A LIVE AMERICAN LITERATURE?

Continued

book even better than his original triumph. It is seldom done. It is done only by those of very great personal power.

So far I have spoken of the best American books, judged by the extremely rigid esthetic tests which they invite. (I do not pretend to define such tests, which I think are intuitive.) Nor will I now speak of an author whom I love very much—Mr. Booth Tarkington. He stands in no need of comment from me. He is a wise humorist. There are many others, good and less good, writers who are distinctively American, or who aim at lesser goods than the best. I can not pretend to an intimate knowledge of more than a small percentage of those writers. Many of them are no more than names to me. But there are some, of less esthetic standing in their own country than those I have named, who in a poor, infertile literature, or in a period of infertility, would be remarkable enough to command wide respect. Many of them are of great interest, because while what is called "art" has its distinguished devotees, the tale-telling gift, the power to interest others in a story, true, false, or indifferent, is in reality the prime quality of the novelist. With that quality he can do all that is needed; without it he may be an arid experimentalist. With the tale-telling gift, the gift of creating character, and the gift of measure and proportion, he may become everything that is possible to a man who is less than a genius. He may be, that is, a born novelist, altho he may fail to satisfy those who are expecting the impossible.

On the other hand, I have read some books by the American optimistic school, and the American slang school, and latterly the American cryptic or tortured school of poetic realists, which have been of bewildering interest rather than of reassuring quality. It is these last books, which are striving toward a new vision of life, or, rather, toward a new expression of knowledge of the newness of which I can form no useful estimate, that arouse in me the greatest interest. But it must be remembered that I speak, not pontifically, but as an outsider who is very interested in the craft of fiction for its own sake. I group roughly under this head of "cryptic or tortured" all those writers who are studying states of mind, from Gertrude Stein to Evelyn Scott and again to Sherwood Anderson. There is no strict likeness in these novelists. Please do not attach importance to the accidental juxtaposition of their names. The resemblance between them lies solely in their determination to seek truth of mood and thought-process in depicting the lives of the dumb and constrained. The methods of these authors do not seem always successful; but the aim of each is exalted. It is nothing less than the revelation to astounded human beings of spirit in common life.

Mr. Marshall, turning back from these intricacies, into our recent past, enlarges on that great and permanent addition to all literature which Mark Twain produced in "Huckleberry Finn." Here is genius, he declares, comparable to that shown by Dickens. The book, as a whole he concludes, "is a triumph of effortless art." He admits:

Mark Twain hauls Huck into his book

THE FOOT ARISTOCRATIC

The Essentials – to perfect footwear

You want them all—the essentials to perfect footwear.

You want the individuality and style that exclusive shoe designers best express with Vici kid.

You want the distinctiveness that comes in the lustrous colors of Vici kid and the elegance that comes in its finish. You want the fit that is assured by its pliability and the service assured by its quality.

For more than thirty years Vici kid has been universally approved as the essential leather for fashionable footwear.

Tell your dealer you want shoes of Vici kid. No other leather combines ALL the advantages of Vici kid.

ROBERT H. FOERDERER, INC.
PHILADELPHIA

Selling Agents: LUCIUS BEEBE & SONS, Boston
Selling Agencies in all parts of the world

VICI kid
Reg. U. S. Pat. Off.

TRADE MARK ROBT. H. FOERDERER PHILADELPHIA VICI KID

THERE IS ONLY ONE VICI KID --- THERE NEVER HAS BEEN ANY OTHER

by the scruff of his no-doubt dirty neck and uses him for his own purposes of story-telling in much the same way as a ventriloquist uses his impudent dummy. But Huck is not a dummy, tho he very well might have been. He is a genuine character, intensely alive, not only in his speech.

Another triumph of characterization is Jim. The rich store of humanity which was one of Mark Twain's greatest endowments was never better exprest than in him. Crassly ignorant and supersititious, a slave and the son of slaves, Jim stands out by virtue of his honor and loyalty and affection as a great gentleman.

But there is not a character in the book that is not a delight, at least to read about. It is intensely local, and yet it is universal. Americans have been asking for years when the great American novel is to appear. I should say that it appeared in 1880, when "Huckleberry Finn" was published.

Other articles in this number of *The International Book Review* include a lively discussion by Percy MacKaye of the new version of Cyrano de Bergerac, both as literature and as an acting play. The complete table of contents for the January issue runs:

American Literature from the Outside, Frank Swinnerton; Last Century's Literary Favorites, Archibald Marshall; The Danger Spot of Southeastern Europe, A Diplomat; "There Is no Such Nose as That Nose," Percy MacKaye; Mr. Bennett Chooses a Difficult Theme, Rebecca West; A Youthful Story That Started a Literature, J. Middleton Murry; Mr. Hardy's Version of a Famous Love Story, Lloyd Morris; A New Thousand and One Nights in Arabia, Isaac Anderson; The Story of a Remarkable Island; The Battle of the Best Books; A Wise Book Collector and His Reward, Harry Barton; Editorial: A Puzzling Legacy; Jean Jacques Rousseau and His Boswell, T. R. Ybarra; Nineteen Centuries of Pliny, Gardner Teall; Putting Cross-Examination Among the Fine Arts, Charles Willis Thompson; Woman Revealed from Two Points of View, Thomas L. Masson; Mr. Maugham Prescribes for a Young Liberal, Richard Le Gallienne; Winston Churchill and the Gallipoli Disaster, Henry E. Armstrong; The Young Novelist Who Has Become a Legend, G. B. Stern; Blazing the Trail to Success in Music, Edwin L. Shuman; Another Stone in the Merrick Monument, Alexander Black; Newton Versus Einstein: A Battle of Giants, Archibald Henderson; Mr. Swinnerton's Study of a Young Man's Heart, Edwin Björkman; The Year's Promise in French Letters, R. Heylbut Wollstein; One of the Men Who Painted Africa Red, Martha Bayard; A Neglected American Master of the Sea-Tale, Jim Tully; The Splendor That Was Egypt, Louise Maunsell Field; New Books for Boys and Girls, Mary Graham Bonner; With the Makers of Books in America, IX. The House of Dodd, Mead; A Close-Up of Books and Authors; Books Talked About in Literary Europe; In This Month's Fiction Library; Important Books of the Month; The Literary Question Box.

Business First.—SHE—"I believe you'd rather be inside playing cards with papa than out here with me."

HE—"Not at all darling. But we must have the money to get married with."—*Goblin.*

TIFFANY & CO.

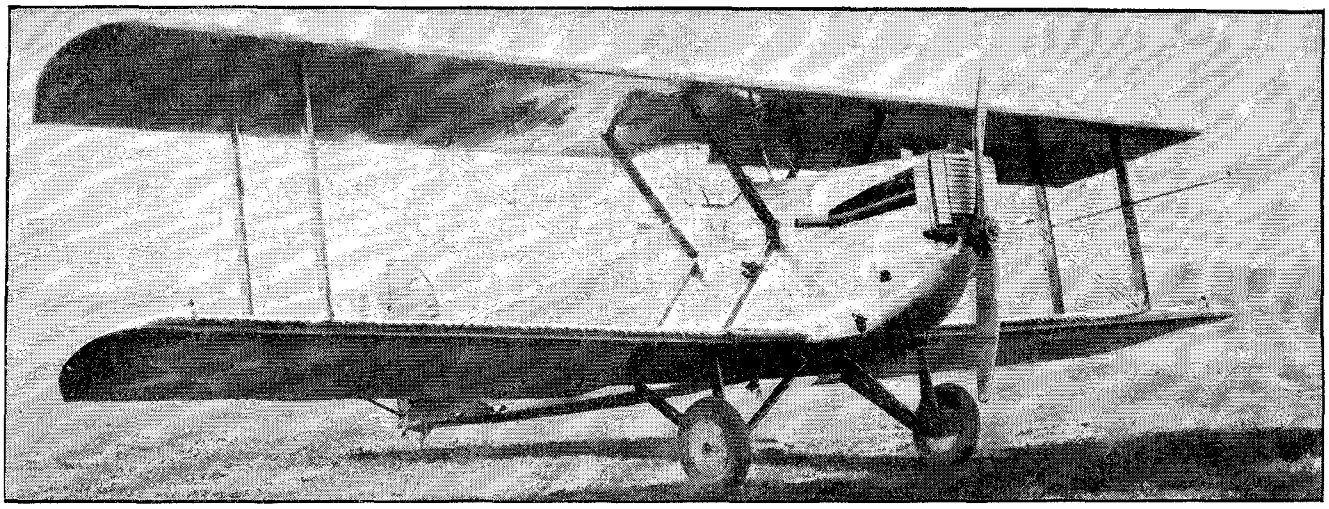
JEWELERS AND SILVERSMITHS

SEVEN-AND-EIGHTY YEARS
OF QUALITY

MAIL INQUIRIES GIVEN PROMPT ATTENTION

FIFTH AVENUE & 37TH STREET
NEW YORK

MOTORING·AND·AVIATION



Official United States Air Service photograph

THE NEWLY DEVELOPED DOUGLAS WORLD-CRUISER OF THE AMERICAN ARMY

Its speed and load-carrying capacity are given as practically the same as that of the Portuguese machine shown below even tho it flies with a Liberty engine of 50 horse-power less than its competitor. Its endurance is given as 20 hours in the air at cruising speed, which is thought to be considerably superior to the best record of the Portuguese cruiser.

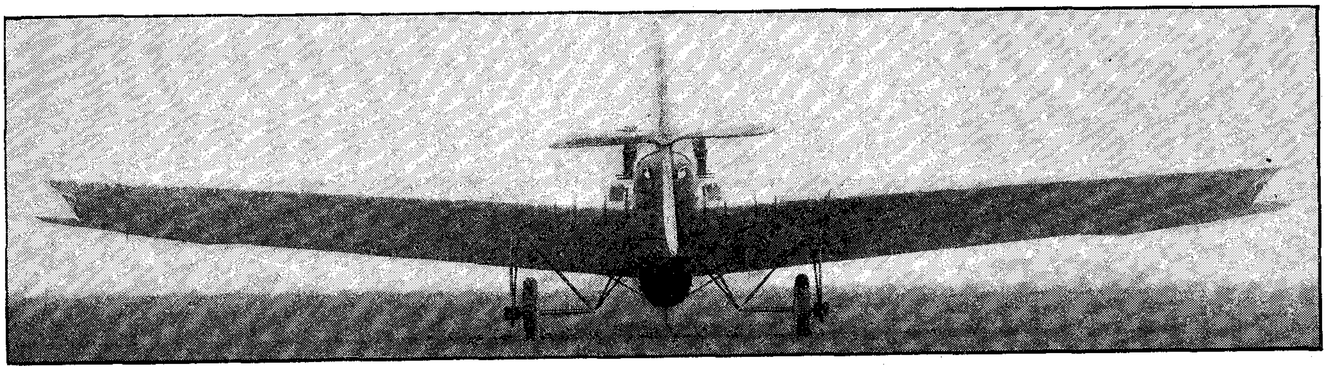
'ROUND THE GLOBE BY U. S. ARMY PLANES

THE GREATEST AERIAL EXPEDITION in the history of aviation is getting under way at various air ports of the United States Army. In March, possibly, or in May at the latest, four big air-cruisers, manned by Army men, will start to encircle the globe. The planes, American-designed biplanes of unusual power and efficiency, have been built, the route has been marked out, and is now being investigated by Army officers who are traveling over the various sections. Supply stations have been located, and supplies are going forward. The Army has not advertised its attempt very widely, but several air specialists who have looked into the preparations, and the spirit behind the whole enterprise, predict that it will certainly succeed. To the cross-Atlantic record, America, the land in which aviation was discovered, is expected to add the distinction of the first air-circumnavigation of the globe. It is recalled that a British attempt was made last summer, which ended disastrously before half the journey had been completed, and that other attempts, British, French and Portuguese, are scheduled for this summer. So the Army plans to get an early start and be prepared to keep going after the start is made.

Possibly, says a writer in *The Slip Stream* (Dayton), commenting on the undertaking:

> The most spectacular event in the recent history of aviation is the Non-stop Transcontinental Flight of the Air Service Transport *T-2*, and there is a tendency now for the public to look forward to a successful round-the-world flight as a normal step forward for the near future.
>
> It is only until we look into the stupendous outlay of preparation necessary for the successful carrying out of such a project that we are able to appreciate the confidence, ambition, and ability of our Air Service engineers, who are hoping to put such a plan through.
>
> At the present time there are several foreign countries preparing to attempt round-the-world journeys with airplanes. Captain Sacadura Cabral and Admiral Gogo Coutinlo, of the Portuguese Government, are soon to start upon such a mission with Fokker seaplanes, while France and England are hoping to be the first to accomplish this feat. However, since one British expedition has already failed, and France is attempting to perform the journey with the use of but one plane, it is thought by the U. S. Air Service officials that America bids fair to maintain her position as first in this latest demonstration of the airplane's standard of perfection.

The Secretary of War approved the project early in December, records the *Aeronautical Digest* (New York), after he had been presented with evidence that it had an excellent chance to succeed. As for the plan itself, "outrivaling in importance the



Photograph by courtesy of "The Aeronautical Digest" (New York). Copyrighted by Fokker Air Photograph

HUGE MONOPLANE OF OUR PORTUGUESE COMPETITORS IN THE ROUND-THE-WORLD FLIGHT

Several of these powerful Fokker planes will be used by two officers of the Portuguese Navy. The machines carry a useful load of 4,000 pounds, at a speed of 110 miles per hour, and are equipped with 450 horse-power English engines.

COLGATE'S RIBBON DENTAL CREAM

"Wash" Your Teeth Don't Scour Them

COLGATE'S Ribbon Cream preserves the thin enamel of your teeth. It is free from grit and contains no other harsh ingredients. Colgate's "washes" teeth thoroughly clean without scratching or scouring them. It is safe to use for a lifetime.

Nature can heal a cut or a scratch on any part of the body except the teeth. But if tooth enamel is scratched or marred, its natural beauty is gone.

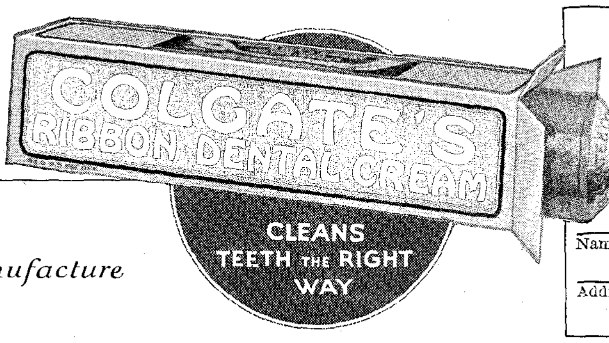
So, if you care for your teeth, care for them with Colgate's, a safe, common-sense cleanser. It is recommended by more Dentists than any other dentifrice. And another great advantage of Colgate's is the help it gives parents in starting the children on clean teeth habits. Its taste is so pleasant that little folks use it willingly and regularly.

Large tube 25c. at your favorite store or, if you prefer a sample, fill out and mail the coupon below.

Note — Because of many claims and counter claims set forth by various dentifrices, we are publishing in a series of bulletins some scientific facts about tooth-cleaning. These facts are based on authoritative and scientific experiments. The bulletins are available to dentists, physicians and others who are interested. Address

COLGATE & CO.
Established 1806
Dept. 293, 199 Fulton St.
New York

If your wisdom teeth could talk, they'd say, "Use Colgate's"



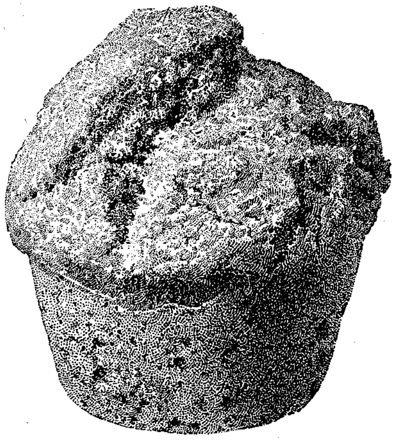
Truth in advertising implies honesty in manufacture

COLGATE & CO.
Dept. 293., 199 Fulton St.
New York City
Please send me, free, a trial size of Ribbon Dental Cream.

Name

Address

Write in margin if necessary



bran

you get *more* of Pillsbury's for *less* money

WHEN you buy Pillsbury's Health Bran, you get fully 50% more for your money than in any other package bran. But the generous size of Pillsbury's big air-tight carton is only *one* reason why so many people are adding this good health food to their daily diet. It is really Pillsbury's superiority even more than its economy which accounts for its popularity. The crisp, coarse, clean flakes of carefully selected wheat bran reach you untouched, unsweetened and unadulterated.

Pillsbury's Health Bran is a natural laxative—its uniform bulk gives the system the cleansing roughage it requires. It is just as good to eat as it is good for you—it makes tempting golden-brown muffins, delicious cookies and wholesome bread. You will find the recipes on the big whirligig package. Buy it today, at your grocer's. Send for our new Pillsbury's Health Bran recipe book.

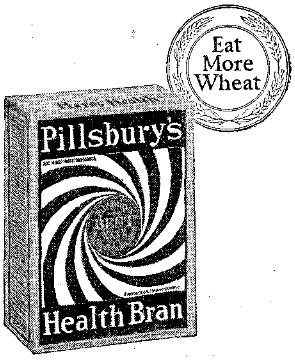
PILLSBURY FLOUR MILLS COMPANY
MINNEAPOLIS, U. S. A.

Pillsbury's Family of Foods

Pillsbury's Best Flour · Pancake Flour
Buckwheat Pancake Flour · Health Bran
Wheat Cereal Rye Flour Graham Flour · Farina

Pillsbury's Bran Muffins

Beat together until creamy 1 tablespoon shortening, 1 egg and ½ cup sugar; dissolve 1½ teaspoons baking soda in ½ cup boiling water and add to 2 cups lukewarm sour milk or buttermilk; add 2 cups Pillsbury's Health Bran 2 cups Pillsbury's Best Flour, 2 scant teaspoons salt and 1 teaspoon baking powder; mix thoroughly with egg and sugar mixture. Bake 20 minutes in hot oven If sweet milk is used, *omit* soda and add 2 additional teaspoons baking powder.



Pillsbury's
Health Bran
One of the family

MOTORING AND AVIATION
Continued

navigation of the globe by Magellan," continues *The Aeronautical Digest:*

> It was conceived by Maj.-Gen. Mason M. Patrick, Chief of Air Service, who has been instrumental in obtaining the approval of the Secretary of War for an increase in the present Air Forces, and who has during his term of office created nation-wide interest in the future of aeronautics by sponsoring the participation of Army Air Service officers in various aeronautical events, thus bringing to the United States for the first time in history the distinction of holding every world aeronautical record of value, including world records for high speed, altitude, endurance, and distance.
>
> The type of equipment to be used has been determined upon, and it is expected that about four airplanes, American designed, and built throughout by the Douglas Airplane Company at Santa Monica, California, equipped with Liberty engines, will leave the United States about the first of April, 1924, at Seattle, Washington, flying northward along the coast of Canada and southern Alaska; across the Aleutian Islands; down through the possessions of Japan; along the shore of China, French Indo-China, Siam and Burma; across India; up the Persian Gulf; across Turkey and Europe to England; thence north through the Faroe Islands to Iceland; thence to Greenland and southward along the eastern shore of the continent to Cape Farewell, Greenland, from which point a direct flight will be made to Hamilton Inlet on the Labrador Coast; thence southward along the Canadian shore and up the St. Louis River to Quebec and Montreal, from which point the flight will proceed south to Washington, D. C., which was its original point of departure. Such an itinerary will, it is hoped, enable flyers to dodge the rainy seasons in the United States and India, and insure their passage through Iceland and Greenland during August and September.

The flight will be made by four officers and four enlisted men, well qualified for the long and arduous voyage. As for the machines:

> The four Douglas world cruisers will be equipped with pontoons at Seattle, Washington, and will make water landings in sheltered harbors along the coast of British Columbia, Alaska and through the Aleutian Islands, down into Japan. The present plan contemplates the removal of the pontoons and the use of landing-gears from Tokyo, Japan, or from Calcutta, India, depending upon the conditions which the flight encounters en route. Landing-gears will be used across Asia Minor and Europe, as far as Hull, England, where pontoons will again be placed on the airplanes and used until the flight reaches Montreal or Keyport, New Jersey, at one of which points the pontoons will again be replaced by landing-gears, and the flight completed in this manner.
>
> The existing airway facilities in the United States, as well as in southern Japan, and between India and London, will be utilized. The intervening sections of the route will be given further study by the advance officers, who will proceed over the route prior to the arrival of the flight.
>
> A pathfinding expedition of two officers was sent out some time ago. One officer, Lieut. Clarence E. Crumrine, is at the present time in Greenland, investigating

facilities for aviation in that country, and it is expected that diplomatic arrangements with Japan will shortly be consummated for the travel of First Lieut. Clifford C. Nutt, now in the Philippine Islands, through Japan to make preliminary arrangements for that flight. Both of these officers were members of the successful Alaskan Flying Expedition in 1920.

A detailed study of the route is being made in the office of the Chief of Air Service, which is working in close cooperation with the Coast Guard obtaining data on facilities between Seattle, Washington, and Attu Island in the Aleutian Group, which is the point of departure of the flight from the United States possessions.

Lieut. Erik H. Nelson, Air Service, has been for the past two months assigned to duty at the Douglas airplane factory at Santa Monica, California, supervising the construction of a special airplane for this flight. Lieutenant Nelson was the engineering officer on the Alaskan flight, and also on the last year's flight of six Army airplanes from San Antonio, Texas, through the West Indies to Porto Rico and return to Washington, D. C. Through his efforts a very successful around-the-world cruiser, capable of remaining in the air for over twenty hours, has been built.

In order to assure every possible facility being available for the use of this flight, continues the writer:

Special attention is being given to the weather conditions throughout the route, and the personnel selected for the flight will make an intensive study of this matter for aerial navigation on the route. The proposed airway around the world has been subdivided into six divisions: 1st division beginning at Washington, D. C., and ending at Attu Island in the Aleutian Group; 2nd division, ending at Nagasaki, Japan; 3rd division, ending at Calcutta, India; 4th division, ending at Constantinople, Turkey; 5th division, ending at London (Hull), England; 6th division, ending at Washington, D. C. One advance officer will cover each section of this route, obtaining detailed information on landing and seaplane facilities, transportation, airways, meteorological and climatic conditions, etc., and will make arrangements for the passage of the flight through territory to which he is assigned. Supplies will have to be shipped from the United States to various points on the route several months in advance of the flight, and for this purpose each division has a main depot with one or more subdepots where major items of supply will be allocated. Gasoline and oil and smaller articles of supply will be placed at practically all stops. The longest hop which is necessary, according to present plans, will be from Attu Island to Paramishiru Island, in the northern part of the Eurile Islands Group, a possession of Japan. Other long hops will be necessary over the Atlantic Ocean between the Faroe Islands and Iceland; between Iceland and Greenland, and between Greenland and northern Canada; the longest of these being about 700 miles.

Several previous attempts to encircle the globe by air have been made by the British and French, but without success. The accomplishment of a flight of this nature by the United States will, therefore, bring to the United States the honor and distinction of being the first nation to encircle the globe and would be quite in keeping with the present rapid development of aeronautics in which our country leads all nations of the world, in spite of the small

Temporary cleaning cannot stop decay

This tooth paste increases the natural protective fluids of the mouth

Brushing the teeth two or three times a day cannot take the place of the natural protective cleansing which nature meant your teeth to have.

The salivary glands, when they work properly, keep your teeth cleaner than you can brush them. For they neutralize the acids which cause decay as fast as they form—day and night.

But the salivary glands need help. Our present soft diet does not give them the exercise that hard, tough foods gave them.

Pebeco has a stimulating effect on these mouth glands—it makes them work in a normal, healthy fashion.

As soon as Pebeco enters the mouth, the fluids from these glands begin to flow more freely. They wash all through the mouth; in between the teeth where the toothbrush cannot reach. They neutralize the acids as fast as they form.

Pebeco leaves your whole mouth in a healthy, live condition—your gums, your palate, the entire oral cavity.

Pebeco cleans and polishes the teeth as thoroughly as any dentifrice can and it cannot scratch the enamel.

Pebeco is manufactured only by Lehn & Fink, Inc. 50c at all druggists.

There is something about strong shining white teeth that adds to any man's personality. Pebeco not only cleans and polishes your teeth, it leaves your mouth in an invigorated condition, alive and healthy.

PEBECO
TOOTH PASTE

Send coupon for free sample tube

Free Offer

LEHN & FINK, Inc.,
Dept. G-1 635 Greenwich
Street, New York, N. Y.

Send me free your new large sized sample tube of Pebeco and your booklet which explains the importance of the mouth glands in keeping the mouth healthy and the teeth white and strong.

Name..

Street..

City.............................. State...................

Handy Oil Can
THREE IN ONE OIL
3 IN 1
PREVENTS RUST
LUBRICATES
CLEANS AND
POLISHES:
TALKING MACHINES
SEWING MACHINES
TYPEWRITERS &
ELECTRIC FANS
RAZORS & STROPS
FIRE-ARMS
MAGNETOS: COMMUTATORS
CASH REGISTERS & LAWN
MOWERS: LIGHT MACHINERY, ETC.
PIANOS, FURNITURE & WOODWORK.
Manufactured by
THREE IN ONE OIL COMPANY
NEW YORK, U.S.A.
PRICE 30 CENTS

When The Wife Says She Needs A New Machine

the old one may only need oiling

Few women oil their sewing machines frequently enough, or well enough. Many "put it off" until the bearings actually squeal for oil or pumping becomes unusually hard.

Get a Handy Oil Can of 3-in-One and give the old machine a chance to show what it can do.

3-in-One *The High Quality Sewing Machine Oil*

penetrates the tightest bearings, works out old caked grease and dirt and provides perfect lubrication. Contains no grit or grease. Won't gum or dry out.

Every day you will have use for this good oil about the home—to lubricate the talking machine, the washing machine motor, locks, bolts, hinges, tools.

In the office it makes typewriters, computing and dictating machines, time clocks, dating stamps work better and last longer. Takes squeaks out of office chairs.

Sold at all good stores in 3-oz. Handy Oil Cans and in 1-oz., 3-oz. and 8-oz. bottles. Ask for 3-in-One by name and look for the Big Red One on the label.

Be economical. Buy the 8-oz. size—and get more oil for the money.

FREE—Generous sample and Dictionary of Uses. Write for both on a postal.

THREE-IN-ONE OIL CO., 130 SM. William St., New York, N. Y.
Factories: Rahway, N. J. and Montreal.

G180

MOTORING AND AVIATION
Continued

appropriations available for experimentation and research in this new science.

Lieut. Clarence E. Crumrine of the American Army Air Service has returned to Copenhagen after a four weeks' visit to Greenland to make a survey of a possible route for an airplane flight around the world. He was satisfied that the west coast of Greenland afforded plenty of excellent landing-places, and he believed a stretch of the eastern coast could be employed, thus making possible a flight across the continent.

While Lieutenant Crumrine is confident that a regular summer flying-route is feasible in Greenland, Danish experts are skeptical, on account of the extreme cold.

The American flyer will leave for Iceland and the Faroe Islands to examine their suitability as links in the chain of landing-places.

WHAT DOES A MOTORIST THINK ABOUT?

"THE Psychology of the Automobilist" is discust in *The Electric Railway Journal* (New York) by L. F. Wynne, claim-agent of the Georgia Railway and Power Company. Mr. Wynne believes that the tendency toward reckless driving should be overcome by education and restraint. Long experience has taught us, he says, that the mental processes of the average citizen undergo a remarkable change the moment he purchases an automobile. He becomes a different person overnight. Where he was once of a kindly disposition, considerate of the rights of his fellow men, and well content with the comfortable tho comparatively leisurely mode of transportation afforded by the street-cars, he suddenly becomes, when placed behind the wheel of his own motor-car, a metamorphosed being obsessed with the sole idea of arriving at his destination in the shortest possible time, regardless of the rules of the road and the rights and desires of anybody else. Mr. Wynne continues:

> The lowly pedestrian, from whose ranks he has just been graduated, becomes in the motorist's eye an unspeakable being; a furtive, deceptive, dodging target whose peregrinations, if they are to be tolerated at all, should be confined strictly to the foot-paths designed for them; and the street-car motorman, in this man's opinion, becomes a ruthless, scheming creature, an abysmal brute whose sole joy in life is derived from the pleasure he gets out of scattering the *disjecta membra* of motor-cars over the surrounding landscape. This is the type of motorist, and he is shamefully numerous, who delights in just missing the wretched pedestrian as he scurries for safety, and who gets an unholy joy from "cutting off" a street-car or another automobile in a tight place. Sometimes there is a moment's miscalculation, and then the poor pedestrian, not as nimble on his feet, perhaps, as the driver anticipated—is removed piece-meal from the running-gear. And quite frequently the street-car, sailing serenely on its way, can not be stopt quickly enough to allow this lord of creation to cut in ahead, and then there follows what is

DRURY COLLEGE LIBRARY
Springfield, Missouri

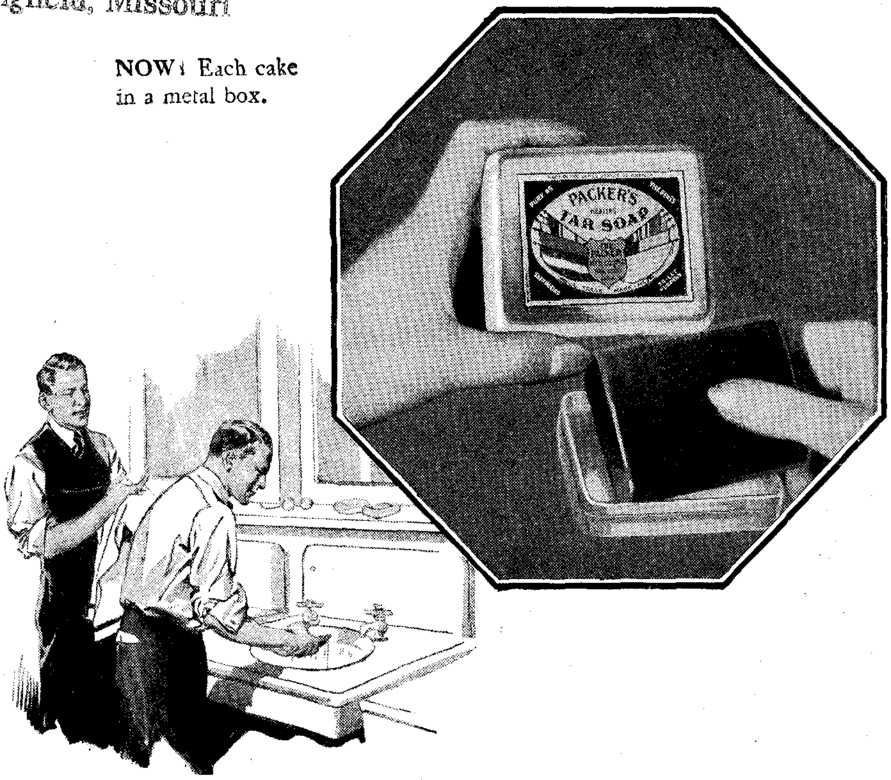
technically known as an automobile accident.

This tendency toward recklessness on the part of automobile drivers is, I suppose, but a manifestation of the trend of the times; an outgrowth of our vaunted hustle and speed. It would seem that we have for so long enjoyed and reveled in the reputation of being a nation of hustlers that the very fabric of our country's prosperity is builded on a callous disregard of all the amenities of life, and that the theory of the survival of the fittest is the only principle by which our actions should be governed. Of course, this constant hustling and striving has been largely responsible for our country's rise to its present preeminence, but there are limits beyond which this utter disregard for the rights and conveniences of others should not be pushed. When this spirit of speed reaches the point where the lives of our citizens are constantly endangered, it is time to call a halt and to cast about for ways and means of abating this constant menace to our communities' safety.

It can not be denied that one of the greatest contributing causes of automobile accidents can be traced directly to the lack of even ordinarily intelligent methods of issuing licenses to prospective motor-car drivers. Every person is not fitted to drive an automobile any more than every person is fitted to take charge of a locomotive. A locomotive's course is confined to its path of steel rails, and its operation is bound about and controlled by some of the most stringent laws of our statute books. The engineer attains his position only after years of apprenticeship, and after passing the most rigid of tests. And yet virtually any one is allowed, after the most perfunctory of examinations, to take charge of a powerful automobile, a machine as potentially destructive as a locomotive, and drive it where he likes through the crowded streets of our cities. That such a person might be unfitted to assume the responsibilities attaching to his duties is rarely discovered until after the accident. The motor-car may fairly be said to be a deadly weapon of which we must take account only when it is in the wrong hands. It should be our business to see that it gets into the right hands and into no others, so far as that can be accomplished by measures of education and restraint.

To insure this, Mr. Wynne believes that a mental and physical examination should be made of every applicant for a motor-car license. Furthermore, the applicant should be required, he thinks, to present such a certificate of character as will afford at least an indication of his sense of responsibility to others. To quote again:

> He should also be required to show that he is thoroughly familiar with the rules of the road and with the traffic regulations in the territory in which his car is to be operated. Finally, he should be made to show by a road trial that he has a satisfactory understanding of the operation of the car which he proposes to drive. The possession of an annual license, however, should entitle its holder to the issue of a new annual license, provided only that his record of the twelvemonth past was clear of serious breaches of the law.
>
> We claim-agents, through our intimate association with accidents and claims, and our wide knowledge of the many ramifications of the problem, should begin to take an active and leading part in the promulgation of laws designed to enforce the safe and sane operation of motor-cars. Public opinion at large has so far contented itself


NOW! Each cake in a metal box.

A new soap convenience for office use

NEWS for men blessed with a certain sense of nicety—men who avoid public drinking cups and prefer private razors, but who, inured by habit, wash with "community" soap each noon.

Of course no one expects a full grown man to march to the washroom carrying his own personal soap in the pink celluloid soap box of commerce.

That's why we offer you, now, Packer's Tar Soap in the new *metal* soap box.

Here is an upstanding soap if ever there was one—a soap as vigorous as a brisk west wind—a man's soap through and through—a soap with the fragrance of the pines and the zip and tingle of all outdoors.

Here is your Packer's Tar Soap!

In a strong, well-made metal soap box—a perfectly manly soap box—that doesn't cost a cent extra and drops conveniently into any top desk drawer!

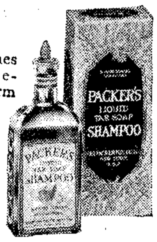
Buy two boxes, one for your office and one for your home. And if you drive, buy still another and keep it handy in one of the side-pockets of your car. Enjoy the refreshment of the Packer lather—richly abundant with fragrant whiffs of the pine forest—wherever you are.

Yes, Packer's for the face and hands and Packer's for the bath! And remember, always, that to shampoo regularly with Packer's is to give Nature the safest possible assistance in promoting the vigorous health of your hair. When hair health comes, hair troubles go.

THE PACKER MANUFACTURING CO., INC., 120 West 32nd Street, New York, N. Y.

Canadian Wholesale Distributors:
Lymans, Limited, Montreal The Lyman Bros & Co., Ltd., Toronto

Packer's comes also in convenient liquid form



3 Special Samples for 25c

On receipt of 25c we will mail you generous samples of all three Packer products — Packer's Tar Soap, Packer's Liquid Shampoo and Packer's Charm (a soothing skin lotion). Or send 10c for a sample of any single product.

Free Booklet

We will gladly send free, a copy of our Manual, "How to Care for the Hair and Scalp," which gives helpful suggestions for proper shampooing and explains the Packer Method. Send requests for either samples or Manual to the following address only:

The Packer Manufacturing Co., Inc., Dept. 84-A, Box 85, G. P. O.
New York, N. Y.
(Do not address sample orders to our Canadian Distributors)

Adjusto-Lite
A FARBERWARE PRODUCT
Reg. U. S. Pat. Off.

Pat. U. S. A., Canada
and Foreign Countries

The LAMP
with the CLAMP

Clamps—Stands—Hangs

READ by Adjusto-Lite
Clamp it on your bed or chair. Makes your reading a luxurious delight.

WRITE by Adjusto-Lite
Clamp or stand it on desk or typewriter table—lights your work, shades your eyes.

SEW by Adjusto-Lite
Clamp it anywhere on sewing machine or on table or chair.

STUDY by Adjusto-Lite
Save the young folks' sight. Clamp it anywhere—instantly adjustable.

SHAVE by Adjusto-Lite
Clamp it on the mirror or any place convenient and adjust the light to any angle you want.

WORK by Adjusto-Lite
On your drawing board or desk or bench or in your garage—clamp it wherever convenient.

Adjusto-Lite
A FARBERWARE PRODUCT
Reg. U S Pat. Off

The lamp of a thousand uses. Solid brass; handsome, durable and compact; a quality product throughout. Appropriate for any room of any home. Clamp is felt-lined—can't scratch. 5-yr. guarantee. Complete with 8-ft. cord and 2-piece standard plug.

Make sure you get the genuine Adjusto-Lite. The name is on the carton and on the clamp. Sold by live dealers everywhere.

If your dealer cannot supply you, order direct.

S. W. FARBER
141-151 So. Fifth St., Brooklyn, N. Y.

Adjusto-Lite
A FARBERWARE PRODUCT
Reg. U. S. Pat. Off.

MOTORING AND AVIATION
Continued

with expressing its indignation at the time of serious accidents and saying that something should be done. That is perhaps true also of us, tho our remarks might have been more than ordinarily comprehensive and vociferous. But the time when we simply "stood aghast" or "viewed with alarm" is about over, I hope, for the time to act is close upon us.

HOW IT FEELS TO CRUISE IN THE AIR

AIRPLANES may be compared to motor-boats, and a good many people have had the experience of roaring through the air in them; but the *Shenandoah*, our huge new gas-filled dirigible, is more like an ocean-liner, and it is aboard such big, steady, quiet ships as these, many air experts predict, that most of us will be doing our long-distance traveling a few years from now. A cruise through the skies in the *Shenandoah*, says one of the navigating officers of the big airship, is a good deal like crossing to Europe in the *Leviathan*. In other words, he says, when you are sailing along 4,000 feet in the air, "there isn't much of any feeling of anything at all." There is very little noise from the motors, and the ship is so large that "there is none of the bumpy motion you have in an airplane, and rough air is taken without any noticeable movement." Sometimes in a wind, there is "a slight rolling motion, but this can be compared with a big liner in a heavy sea, and is not unpleasant." Within a few years, predicts this air-sailor, passengers in plenty will be enjoying the sensation, or, more properly, the enjoyable lack of sensation, which comes from traveling in large-sized, lighter-than-air cruisers. Our present rigid airship, the largest in the world, points out the writer, Ensign Charles E. Bauch, writing in *The American Legion Weekly*, compares in size to the largest liners. To give specifications:

> The *Leviathan* is about 950 feet in length, the *Shenandoah* is 700 feet, while the new Navy superdreadnought, *West Virginia*, is 584 feet. From the waterline of the *Leviathan* to the top of her smokestacks is around 150 feet, while from the bottom of our control car to the top walkway of the *Shenandoah* is about 100 feet. This gives an idea of her dimensions and why the comparison with an ocean-liner is so appropriate.

Inside the ship, however, it appears, there is a great deal of difference. A narrow walk, a single plank 10 inches wide, extends the length of the cruiser, just inside the cloth covering, and above, and all around are the gas-bags, gasoline tanks, water-ballast containers of the ship. A misstep would, of course, be likely to send the unlucky air-sailor through the sail-cloth bottom of the ship and into space. Usually, however, says the writer, "we are too busy to think that we are several thousand feet in the air." He goes on:

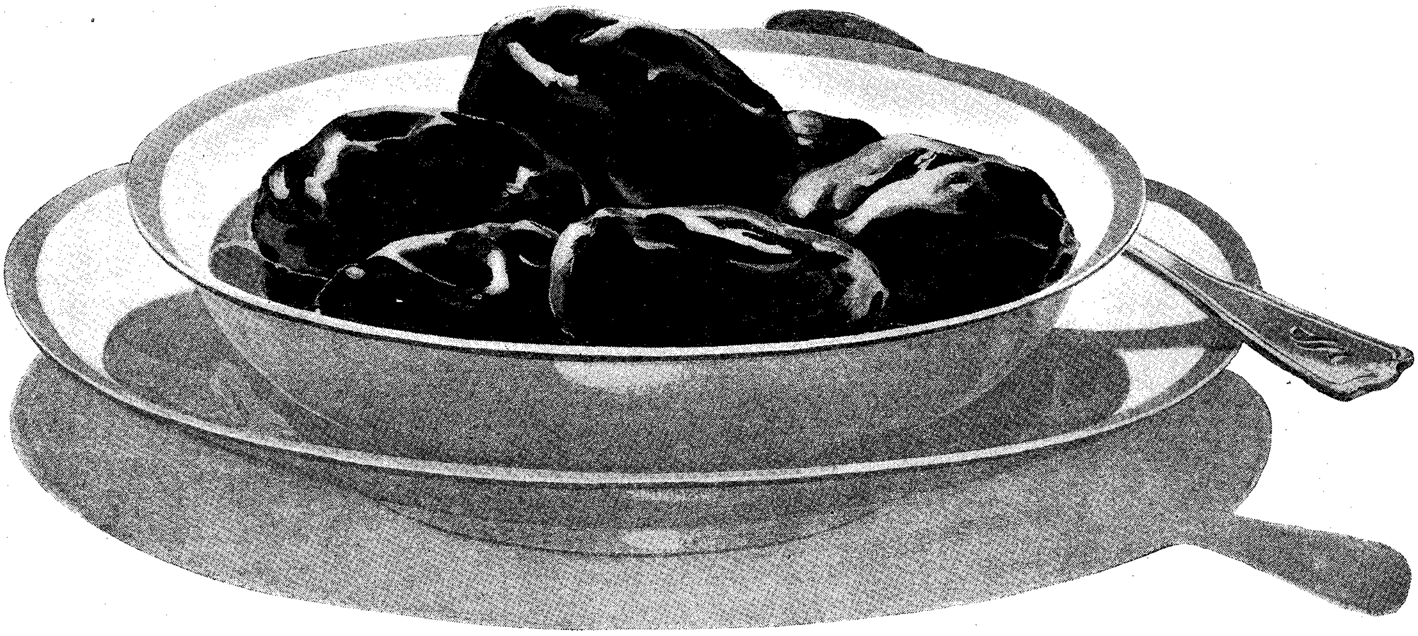
> There is a hand-line which runs along this walkway to steady yourself; but it is seldom used. As you walk along the catwalk you see very little in front of you but inflated gas-bags. Gas-bags that hang so low they almost touch your head, amid a network of thin girders. Soon you will come to a couple of bunks built so that the head is at right-angles to the catwalk. These bunks have a metal frame and a small mattress, and you will probably see some one off duty lying there wrapt up in a flying-suit, reading a magazine. The noise you will not notice, unless it is called to your attention.
>
> Passing along this walk, you come to a board platform about twenty feet square. This is the crew's quarters. Here the men off duty are playing cards or sleeping in hammocks hung from the girders. This is where the enlisted men spend their time when not on watch. They have pretty much the same amount of comfort as a crew aboard ship.

Each man of the crew is allowed ten pounds of personal effects besides his clothing, which consists of a fur-lined flying-suit, fur-lined boots, and a fur-lined helmet. The cars are all enclosed and heated by engines, so it is not necessary to wear any extra clothing when below.

> Once you raise the trap-door and climb the ladder into the hull above, protection is a very essential item to your comfort.
>
> Most of the crew off duty are therefore well encased. These men have regular watches, four hours on and four hours off. Soon the call for dinner comes from below. Food is brought from the food-lockers and as a rule eaten in the crew's quarters.
>
> We try to run a regular schedule for meals. As a rule, dinner is from eleven-thirty to twelve-thirty, giving the men on both watches a chance to get hot food. Much of it is taken aboard prepared and kept hot in thermos bottles; but soup or small dishes are made over the exhaust of the number six engine, which serves as an excellent cookstove. Usually we have soup, bread and butter, eggs, coffee, and apples and fruit, with chocolate. Not such a bad meal for a passenger on an airship four thousand feet above the ground.
>
> All afternoon life on board the ship runs along just like life at sea. Those on duty stand watch, those through with their watches come off and rest in their bunks or in the crew's quarters. My own duties as watch officer take me pretty much all over the ship. I am supposed to take readings of the various gas and air thermometers, air-speed meters, altimeters, and so forth, every fifteen minutes. Keeps me busy.
>
> If you walk along the catwalk with me toward the rear of the ship you will observe a telephone receiver hung at intervals. This telephone connects the control car below with the different stations in the hull, and altho each receiver has a specially constructed ear-piece with a rubber flap, this is only necessary in the control car or just over the engines. As a rule, the noise is so slight as to be merely noticeable when it stops.

The crew space is amidship; but by means of the catwalk any one can soon cover the three hundred-odd feet to the rear of the ship. It is even possible, says the air-sailor:

> To crawl right up into the fins at the end, and then by means of ladders ascend to the



Delicious Prunes—*made from Luscious Plums*

Taste This Kind Tomorrow

HERE'S a dish, delighting millions every day, that maybe you are missing:

Tree-ripened plums, just ready to fall, are cured in California. The sugar of the plums is brought out to perfection. The result is these sun-flavored prunes,—the finest flavor known—and they contain a wealth of nourishment.

Here are nearly 1300 calories of energizing nutriment per pound—digestible in one-tenth the time that some foods require, so you feel the quick effects.

And food-iron, too. A bit of natural iron is a daily need. You insure it with a daily dish of luscious prunes.

In prunes, also, are two types of life-giving vitamines to crown the healthfulness of this incomparable fruit.

Prunes, regularly, bring better days to millions of men—clearer thinking, surer action, better temper, more success.

Physicians know it. They know the value of the fruit salts and the pulp of prunes. An investigation shows that more than sixty thousand doctors in this country start their own breakfasts with prunes. And all, of course, prescribe them.

So you are missing more than flavor when you forego prunes like these,—you are lacking all the benefits of prunes.

Therefore try them. Ask to have them cooked as we suggest them in our packet of recipes. Taste *these* prunes and learn how good breakfast prunes can be.

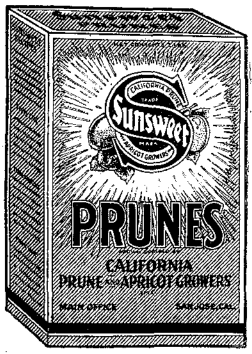
Then remember that they're both good and good *for* you.

Many of the finest hotels and best restaurants are making a specialty of breakfast prunes, so you can get them anywhere.

And they're economical—one of the least expensive of all foods.

When ordering be sure that Sunsweet Prunes are asked for—selected graded prunes, made from juicy, California plums. All dealers provide them in fresh, clean 2-lb. cartons; or in bulk, from sanitary 25-lb. boxes.

Mail coupon for handy packet containing 45 selected recipes. Cut it out now so you won't forget.



SUNSWEET Prunes

Selected from Ripe, Juicy Plums

CALIFORNIA PRUNE & APRICOT GROWERS ASSOCIATION
11,000 GROWER-MEMBERS
SAN JOSE CALIFORNIA

Mail This

CALIFORNIA PRUNE & APRICOT GROWERS ASS'N
Dept. 101, San Jose, California

Please send me without charge your handy packet of 45 Sunsweet Recipes on separate sheets.

NAME..

STREET..

CITY.......................STATE.............

Ready folded for use

ScotTissue Towels
Scott Paper
150 TOWELS 11 X 15 INCHES
FOLDED No. 15
ScotTissue Towels

The Health Towel of a hundred uses!

In the home—office—factory—garage—wherever there is need for clean, safe, comfortable towels that *really dry*—ScotTissue Towels do just that because of their soft, white Thirsty Fibres.

150 towels in a dust-proof carton, 40c. (in Canada and Rocky Mountain Zone, 50c.) Price per case of 3750 towels (25 cartons) is $6.15 F. O. B. Factory, Chester, Pa. Weight 60 lbs. per case. Even lower prices in 5, 10 and 25 case orders. If your dealer cannot supply you, send us your order.
SCOTT PAPER COMPANY
Chester, Pa.

ScotTissue Towels
—have changed the towel habits of the nation.
—have made it easy to have clean hands.
—have made it possible for everybody to afford a fresh, clean, individual towel every time.
—are the only towels that contain these marvelously soft Thirsty Fibres.
—are daily being used in many new ways, because of their extraordinary drying, cleaning and absorbing powers.

Try the Handy Pack of 25 towels for 10c

© 1924 S. P. Co.

for
Kitchen Bathroom
Automobile
Office Factory

MOTORING AND AVIATION
Continued

top of the ship. On the roof, if you may call it that, you come out on a narrow walk, which runs along the hull from one end to the other. At the forward end of this top walkway is located an observation platform used in making astronomical observations. This platform is also accessible by means of a climbing-shaft which terminates at the lower catwalk. From this platform you see nothing but a vast expanse of silvery cloth all around, tapering off on each side. Up here there is a rush of air; but no noise. I stress this point because it is an important feature of the rigid airship.

Let us descend as we came, by means of the slender ladders, and go down into one of the cars that hang below the hull. As they are all pretty much the same we will climb down into the forward or control car. This is the largest of the six cars, containing the number six engine, and in front of the engine, the wireless room, and the operating part of the ship. This is indeed the bridge and the chart-house of the *Shenandoah*. It is about thirty feet long and twelve wide. In the rear is the large Packard engine. In front are the control wheels, the wheel that governs the rudder, and the other operated by the elevator-man. These wheels are about two feet in diameter, and are, of course, highly geared. Between them and to one side is the chart-table, with an electric light over it, and a couple of stools. Here are located also the compass and the navigating instruments. Against the wall, beside the wireless room, is the ladder which leads through a hatch in the roof to the hull above. Windows surround the car on all sides.

Oftentimes I am asked how I get exercise while in flight. After you have followed me up and down all over the ship, from the tail to the nose, and from the control car to the roof of the hull, you will appreciate that exercise is something one need not worry about aboard the *Shenandoah*. It is true that some of the specialists aboard get less exercise than comes to me; but they are on their feet a good part of the day, and the number of ladders to be climbed up and down in the course of twenty-four hours gives one plenty of exercise. I figure roughly that I cover five to six miles a day while we are flying.

But by now it is getting dark and time for supper. Supper comes between five-thirty and six-thirty. After our supper, our duties continue just as in daytime. Cities and towns come into sight below, twinkle, glare, and disappear. Highways and roads are marked out with lights, trains glide past; but as a rule day and night are the same. We have electric lights to keep us on the catwalk, we climb into our bunks after our watches and go to sleep

The mere fact that they are in a bunk with only a layer of sailcloth between them and the ground never enters their heads, says the Ensign. They sleep just as they do on the ground. And when morning comes:

There is the same trouble getting men up that there is on shipboard. A little more, perhaps, because on the *Shenandoah* it is impossible to dump a man out of his hammock. Most of us hate to get up as much as we do on the ground. In the morning the most popular place is the crew space where, hung overhead, is the tank of washing-water. This is piped down to a regular basin, and here, by hanging your mirror on a girder, and using a little hot water from the engines, you have a first-class shave. Breakfast is from seven-thirty to eight-thirty, and this completes the twenty-four hours.

Then comes landing-time. Landing is almost as simple as getting away. First of all, every one is called to landing station. Then the pilot gives the word to the elevator-men to lower the ship. Meanwhile he estimates her static condition, that is, whether she is too light or too heavy to descend. The ground crew have had a wireless from us and are waiting at the field. Ballast is thrown off, or gas blown out as necessary, and we gradually get lower and lower. Drag ropes, five hundred feet long, are dropt as we near the ground and seized by those below. The operation of walking the ship into the shed is similar in every detail to the process of taking her out.

This in brief is the way we live, eat, sleep and work aboard the *Shenandoah.* You will observe the similarity between our life and life on a well-run ship, especially a large vessel like the *Leviathan.* We have our duties, our jobs to be done, our work ahead. We have no time to think about the distance between the thin plank we are standing on and the ground, or that a half-inch rung of a ladder holds us up from dropping a couple of miles into space. We think no more about these things than a sailor at sea thinks of the fact that he is two thousand miles from shore.

These are our sensations at present, and in the not too distant future these will be the sensations of the traveler by rigid airships. I visualize in twenty years or less huge lighter-than-air craft running all over the world on well-established routes. There will be an express service between New York and Chicago, with connections for San Francisco. These mammoths will have large cars slung underneath their bodies, with sleeping, eating and lounging compartments. Such compartments will run three-quarters of the length of the hull and apart from the engine, so that no noise will be heard. Even now the *Shenandoah* makes less noise than the average express train.

As to cost. We manage to get a mile in the *Shenandoah* on nine-tenths of a gallon of gasoline. Undoubtedly we shall do better than this. The airship of the future will not need a large crew to maintain her, either. Masts, such as we are now experimenting with, will anchor the ship securely, and passengers will be carried up the framework of the mast in elevators, entering the ship at one end. All this is coming. Our sensations—or lack of them—when we go up in the *Shenandoah* to-day will be duplicated by thousands of our countrymen in the near future. We are so used to the ship that a flight in her is second nature to us. In twenty years a journey in a rigid airship will be about as daring as a trip to Europe is to-day on an ocean-liner.

Shenandoah means, in Indian, Daughter of the Stars. With a cruising capacity of over five thousand feet, with a ceiling of seven thousand feet, there is nothing exaggerated in the name. In the future we shall see vessels of this sort making trips to the North Pole and the Equator with ease. The possibilities of the rigid airship are limitless.

It is planned to send the *Shenandoah* to the North Pole in the course of the coming summer. The recent destruction of a similar dirigible, the German-French *Dixmude,* it is said, has furnished lessons and morals that will have a bearing on the project.

Formula of
R.J. Forhan DDS
Forhan Company
New York
Forhan's
TRADE MARK
FOR THE GUMS
BRUSH YOUR TEETH WITH IT
FORMULA OF
R.J. Forhan DDS
Specialist in
DISEASES OF THE MOUTH
PREPARED FOR THE PRESCRIPTION OF THE
DENTAL PROFESSION

Four out of Five are marked

Be the one who outwits Pyorrhea —use Forhan's twice daily

Study the crowd as it hurries to and fro. Four out of five over forty years of age, and thousands younger, will pay Pyorrhea's dreaded toll.

Don't wait for bleeding gums—*Nature's warning.* Check Pyorrhea *before it begins.* Go to your dentist regularly for tooth and gum inspection. And brush your teeth at least twice daily with Forhan's For the Gums.

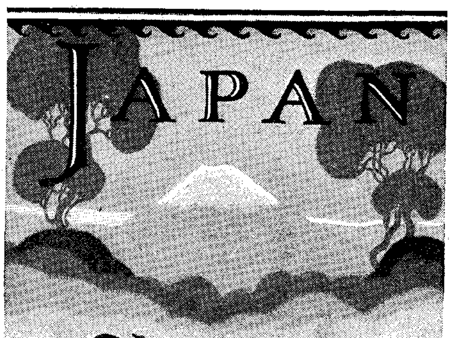
This healing, refreshing dentifrice, if used in time and used consistently, will help to prevent Pyorrhea or check its progress. It will *keep* your mouth clean and healthy, preserve your teeth, safeguard your health. Used and recommended by foremost dentists everywhere.

There is only one tooth paste of proved efficacy in the treatment of Pyorrhea. It is the one that many thousands have found beneficial for years. For your own sake, make sure that you get it. Ask for, and insist upon, Forhan's For the Gums. At all druggists, 35c and 60c in tubes

Forhan's

FOR THE GUMS

More than a tooth paste—it checks Pyorrhea



The Facts

THE Earthquake disaster was confined solely to Yokohama, Tokio and a small eastern section of the island. Kobe and the whole western part of Japan is and has always been out of the earthquake zone. Passengers to the Orient and return can now view the ruins in perfect safety either from the shore or ship. Accommodations in Kobe are perfect and rail communications with Tokio are established.

Investigate
American Ships First

The Admiral Oriental Line operate five ships from Seattle, the "Short Route" to the Orient. The Pacific Mail S. S. Company's five ships sail from San Francisco over the "Sunshine Belt" via Honolulu. All are sister ships offering unexcelled accommodations. Ports of call: Yokohama, Kobe, Shanghai, Hong Kong, Manila. Call on your local tourist or ticket agent or

Admiral Oriental Line
The Short Route from Seattle
L. C. Smith Bldg. . . . Seattle, Wash.
17 State St. . . . New York City
Dime Bank Bldg. . Detroit, Mich.
112 West Adams St. . Chicago, Ill.
653 Market St. . . San Francisco, Cal.

Pacific Mail S. S. Co.
The Sunshine Belt via Honolulu
from San Francisco
508 California Street San Francisco, Cal.
503 South Spring Street Los Angeles, Cal.
10 Hanover Square . New York City
Managing Operators for
U. S. SHIPPING BOARD

Sailings

FROM SEATTLE	
Pres. Jefferson	Jan. 21
Pres. Grant	Feb. 2
Pres. Madison	Feb. 14
Pres. McKinley	Feb. 26
Pres. Jackson	Mar. 9
FROM SAN FRANCISCO	
Pres. Cleveland	Jan. 24
Pres. Wilson	Feb. 7
Pres. Pierce	Feb. 21
Pres. Lincoln	Mar. 6
Pres. Taft	Mar. 20

INFORMATION BLANK
To U. S. Shipping Board
Info. Bureau M2411 Washington, D. C.

Please send without obligation the U. S. Government Booklet giving travel facts. I am considering a trip to the Orient

From Seattle ☐
From San Francisco ☐

Name ____________________

Address ____________________

MOTORING AND AVIATION
Continued

KILLINGS AND ACCIDENTS AS A THREAT TO THE WHOLE MOTOR-CAR INDUSTRY

BECAUSE of the deaths and disasters they have caused, "a reaction against the purpose, use and toleration of motor-vehicles has already set in." This is not the cry of an alarmist, but the sober statement of a man high in the automobile industry, and he makes the announcement in the leading article of one of the industry's chief trade journals, *Automotive Industries and the Automobile* (New York). His article is a plea and argument that the automotive industry itself should lead in the safety movement, on pain of finding itself under the ban of aroused public opinion. The writer is C. W. Price, in charge of the Public Safety Division of the Elliot Service Company, credited with an extended experience in the study of traffic and accident problems. "Entirely aside from humanitarian considerations, aside from any moral obligation," he writes, "but purely on a basis of sound principles, the automotive industry should take the lead in any safety movement." He presents five reasons, the first of which is that there is already evident a public reaction against motor-vehicles. The other reasons run:

2. Because the whole problem of public safety is still in the formative stage, awaiting the leadership of some group of interests—such as the automotive industries—having more invested capital, wider contacts, greater influence, and more aggressiveness than have thus far been available for this movement.
3. Because of the tendency toward, and in many cases the enactment of, restrictive and "half-baked" legislation and regulation.
4. Because of the very strong tendency toward superficial or half-hearted safety campaigns which not only fail to accomplish their purpose, but leave the community cynical, and make it difficult later to start a really constructive safety campaign.
5. Because of the high cost of motor-vehicle insurance and the detrimental effect that this factor is having on the whole industry.

The reason for this general situation, indicates the editor of the magazine in which Mr. Price's article appears, may be found in the following simple statement of facts:

> Automobile accidents cost 11,066 lives in the 37 States in the census registration area of the United States last year, an increase of 1,498 over the preceding year. This represents a death-rate of 12.5 per 100,000 population, an increase of one per 100,000 over 1921 and 3.5 over 1917.
>
> California with 26 deaths per 100,000 population had the highest rate, and New York was second with 16.7; New Jersey was third with 16.4; Colorado fourth with 16.3; and Mississippi was lowest with 3.4. The largest increase was in Vermont, where it went up from 4.6 to 11.1. Decreases were recorded only in Connecticut, Massa-

PORTO RICO
All Expense Cruise
16 Days—$150 and up

ITALIAN skies—sapphire seas—quaint towns vivid with the romance of old Spanish life. It's the "Island of Enchantment".

Modern ships specially designed for Tropical service. Cozy staterooms at minimum rates or suites with private bath. Rates cover all necessary expenses to and around the Island of Porto Rico and return to New York. A sailing every Saturday.

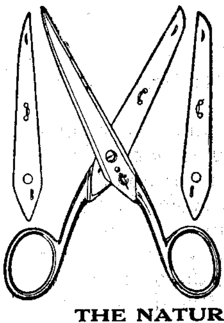
Write for Booklet

PORTO RICO LINE
25 Broadway, New York

FLORIDA

Fruitland Park in Florida's lake jeweled highlands will appeal to the homeseeker who, whether wishing land or an orange grove, desires the best. Write for book of actual photographs and learn how you can own your own grove on easy payments. BOARD OF TRADE, 103 Trade Avenue, Fruitland Park, Florida.

DETACHABLE BLADE SCISSORS



Scientifically accurate with razor steel edges. Blades remain keen longer than ordinary scissors and when dull can be replaced easily and quickly with new blades at trifling cost. Will cut heavy cloth or sheer fabrics without slipping. Scissors with pair of extra blades **$1.00.** In presentation case **$1.50.** Gold plated in velvet lined box, **$2.50.** Money refunded if not satisfactory. Refer to Fifth National Bank.

THE NATURELLE CO.
125 East 23rd Street New York, N. Y.

Make Children's Toys at Home

A few ordinary tools. Some odds and ends of wood—packing cases and such. And a copy of that practical instruction book, **TOY MAKING,** which not only *tells* you how to make toys in your spare time, but *shows* you with 236 illustrations: **Freak Animals. Dolls. Doll Houses and Furniture. Go-carts. Locomotives. Cannon. Cameras. Wheelbarrows. Motor Cars,** etc. Get this book and learn the joy of making toys for the little ones at home. 106 pages.

12mo. Cloth, $1, net; $1.08, post-paid.

Funk & Wagnalls Company, Publishers, 354-360 Fourth Ave., New York

SUCCESSFUL TREATMENT FOR CONSTIPATION

Read the new book "Habitual Constipation—Its Causes, Consequences, Prevention and Rational Treatment," by the eminent specialist, Dr. Ismar Boas; translated by Dr. Thomas L. Stedman. Packed with really helpful directions for all sufferers. "I know of no other work in which the treatment of constipation is more clearly and fully considered and in language so simple that it can be understood by every one."—*Dr. Julius Friedenwald,* Baltimore. "Represents the present-day trend of medical thought on the subject and puts before the public the best preventive measures and simple hygienic treatment."—*Dr. Charles G. Stockton,* Buffalo, New York.

Cloth; illustrated; 299 pages. $2.00, net; at all Bookstores, or by mail, $2.12. Satisfaction guaranteed or money refunded.

Funk & Wagnalls Company, 354-360 Fourth Avenue, New York

chusetts, Montana, Virginia, and Washington.

Los Angeles had the highest rate for cities with 29.5 per 100,000. Camden was second with 27.9; Memphis, third with 25, and Atlanta fourth with 24.7. Sixteen of 67 cities had rates of 20 or more, altho 23 cities showed a lowering of the rate.

A reaction against the purchase, use, and toleration of motor-vehicles is shown, continues Mr. Price, in the following four ways:

1. Family men refraining from buying cars because of fear of accidents.
2. Family men selling their cars because of this fear.
3. Owners of automobiles not using them as much as they used to, or as much as they would like to, because of fear inspired by the almost epidemic proportions of accidents, and because of the growing congestion of traffic.
4. Trucking companies displacing motor vehicles with horses and wagons, largely because of the high cost of motor-vehicle accidents or of insurance against losses through such accidents.

These statements may appear to be exaggerated, admits Mr. Price, to persons who have not had personal experience with the selling and insuring of automobiles. The automotive industry appears at present practically at the height of its prosperity. But there are a good many men, he says, closely in touch with the situation, who realize that a far greater number of cars, tires, parts and equipment would be sold each year but for the unfavorable public attitude. A few inquiries will bring out the fact, continues Mr. Price, that:

> In many cases where a member of a family has been killed while riding in an automobile, all other members of the family for a long time avoid riding in motor-vehicles, and in many cases stop altogether. They will find that where an automobile has killed a person, the owner or driver of the machine thereafter drives much more reluctantly, and in many cases stops driving altogether. They will find that when a person is killed in an automobile accident, or is killed by another man's car, the neighbors, friends, relatives and business associates both of the man killed and of the man whose machine was responsible for the killing are affected, because the accident possibilities are brought close to home.
>
> If they will couple with these findings the fact that last year approximately 14,000 persons were killed in motor-vehicle accidents, that approximately 350,000 persons were injured in motor-vehicle accidents, that over 100,000 motor-vehicle drivers were at the wheels of the machines causing most of these deaths and injuries, they will recognize that it is not an exaggeration to say that family men—and to a great extent, women—are refraining from buying cars because of the fear of accidents; that men and women are selling their cars because of this fear, and that people who value their own lives and the lives of their children more than the pleasures and conveniences to be derived from driving an automobile are not driving as much as formerly.
>
> The statement that trucking companies are displacing motor-vehicles with horse teams for this same reason is based on

EGYPT and the MEDITERRANEAN—

$800 up—a 44 day Cruise with all expenses included

The rigors of winter melt into a sun-warmed glow of color—on the Riviera. The humdrum of every-day life is transformed into glamorous mystery and romance—in the valley of the Nile.

See these fascinating places—Madeira, Gibraltar, Algeciras, Monaco, Nice, Naples, Pompeii, Amalfi, Sorrento, Athens, Haifa, Jerusalem, Cairo, Luxor.

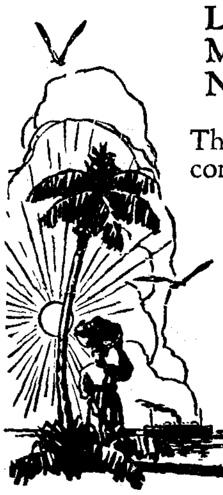
The White Star Liner ADRIATIC—sailing February 23
The Red Star Liner LAPLAND—sailing January 16—March 5

WEST INDIES—

$250 up—a 29 day Cruise in Caribbean Sunshine

Away from the chill winds of winter to the radiance of perpetual spring. Away from the bustle of business at home to the far-away glamor and charm of the Islands of the Caribbean.

See Havana, Haiti, Cartagena, Santiago, Kingston, the Panama Canal, La Guaira, Trinidad, Barbados, Martinique, St. Thomas, San Juan, Nassau.

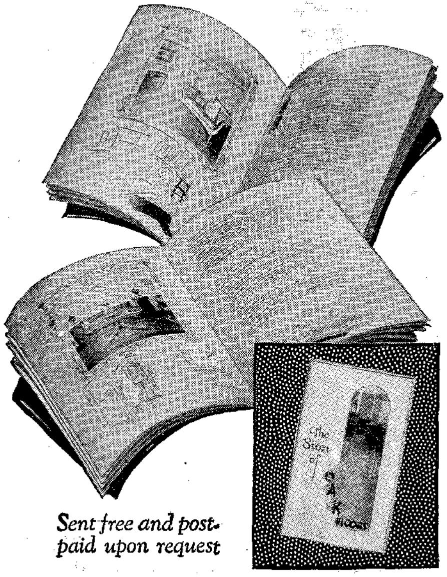


The White Star Liner MEGANTIC—specially constructed for cruising—January 23—February 26
All sailings from New York

Glimpse the charm of these voyages through our beautifully illustrated booklets, free on request at No. 1 Broadway, New York, Company's Offices elsewhere, or any authorized steamship agent.

WHITE STAR LINE
RED STAR LINE

"THE STORY OF OAK FLOORS"
from the earliest times to the present day, contains 24 pages of information and suggestions valuable to home builders, and those about to modernize their present homes.



Sent free and post-paid upon request

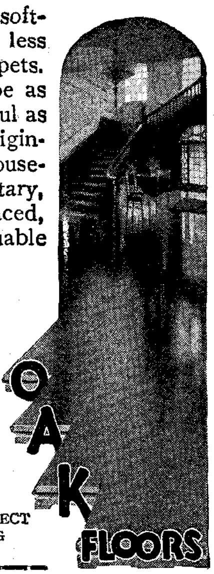
For your floors
Suggestions in Color
sent FREE

This unusual book tells you how to modernize and beautify your home. It contains plates of the new color finishes which will harmonize oak floors with walls, hangings, and rugs, and make each room individual. Think of the decorative possibilities of "weathered" finish in the library, in connection with book cases and paneling; of "gray" in the living room or dining room; of "forest green" in the enclosed sun-porch—every room distinctive, original, and harmonious. You do not have to build to enjoy these advantages.

Lay ⅜ inch oak flooring

right over your present soft-wood floors, at a cost less than new rugs or carpets. Your new floors will be as permanent and beautiful as if oak had been laid originally. Oak floors save housework; they are sanitary, never need to be replaced, and grow more valuable with time.

Write us about your floor problems. We will help you, without obligation. Mail the coupon below today.



OAK FLOORING BUREAU
1033 Ashland Block
Chicago

CONSULT AN ARCHITECT BEFORE BUILDING

NATURE'S GIFT OF EVERLASTING BEAUTY

OAK FLOORING BUREAU
1033 Ashland Block, Chicago

Please send me your free, illustrated book, "The Story of OAK FLOORS."

Name...

Address...

City ....State..........

MOTORING AND AVIATION
Continued

fact, not speculation. One of the largest trucking companies in America has recently determined on this policy.

What has brought about this reaction? You will find the answer on the front page of almost any newspaper any day in any city. Forty persons are killed and 1,000 injured every day by traffic accidents! That is the answer. Considering the present alarmed condition of the public mind, as revealed in the front-page publicity which the traffic accident problem receives, and given the accident situation which we know exists to-day, imagine what will be the condition when the number of machines on our streets is doubled! The automotive industry must look in the face the disagreeable fact that for every million additional machines put on our streets approximately one thousand additional persons are killed in traffic accidents each year. A study of the statistics of motor-vehicle accidents and of the number of motor vehicles in use since 1919 shows that the number of automobiles in the United States has increased on an average of nearly 20 per cent. each year, and the number of deaths from motor-vehicle accidents has increased on an average of 14 per cent. each year.

It is a pretty grim fact, points out Mr. Price, that just so certainly as during the next year the number of motor-vehicles is increased by 20 per cent., just so certainly will the number of persons killed be increased by 14 per cent. He goes on:

The question is raised whether the unfavorable reaction against the motor-vehicle as an accident-maker will not be dissipated in time by the very fact that almost every family will own an automobile. The answer to this question is that we are all pedestrians more hours of the day than we are motorists. Every one of us every day is testing his ability to dodge automobiles, and constantly the task is becoming more difficult. Every person is having first-hand experience with the careless, thoughtless, or reckless driver, and every contact with a member of that large group of individuals prejudices all of us against him and against the vehicle he is driving, altho the machine itself is safe enough.

This unfavorable reaction will get worse each year unless the movement for the solution of the accident problem is taken over by some powerful interest and conducted in a thoroughgoing way.

Tied hand and foot with the accident problem is that of traffic congestion. Congestion in many cities to-day is due directly to efforts to control the traffic-accident problem without intelligent study or adequate knowledge of the causes of accidents, and the means of eliminating them. Parking laws, one-way streets, safety zones, and traffic regulation of any sort all call for an intelligent survey of traffic conditions. It has been found that when a community is organized for the prevention of traffic accidents there nearly always follows an intelligent study of traffic conditions by business men who, through their organizations, are able to do quickly and thoroughly what the police can never do alone.

The whole problem of public safety is still in the formative stage, awaiting the

Conn Saxophone Book FREE

The saxophone is to-day's most popular instrument. With a Conn you can learn the scale in one hour—master popular music in a short time. Entertain yourself and friends—*make more money*. Saxophonists are in demand for orchestra and solo work.

This Free Book explains exclusive features which make the Conn saxophone *easiest to play, beautiful in tone, reliable in action*. Tells why world-famous artists such as Isham Jones, Paul Biese and scores more *prefer* the Conn.

Free Trial; Easy Payments on any Conn instrument for band or orchestra. Send now for Free Book and details.

C. G. CONN, Ltd.
122 Conn Building Elkhart, Indiana

CONN
WORLD'S LARGEST MANUFACTURERS OF HIGH GRADE BAND AND ORCHESTRA INSTRUMENTS

Trees—Shrubs—Vines
New low prices. Direct from our nurseries. Illustrated 64-page catalog Free
GREEN'S NURSERY CO.
2211 Green St., Rochester, N. Y.

Clear Baby's Skin With Cuticura Soap and Talcum
Soap, Ointment, Talcum, 25c. everywhere. For samples address: Cuticura Laboratories, Dept. X, Malden, Mass.

SENSATIONAL SALE
GUARANTEED TYPEWRITERS

Limited quantity fully guaranteed standard make rebuilt typewriters. **6 Days Free Trial.** Lowest prices ever offered. Some at $45.35. Easy payments as low as $3 monthly. Send today for **FREE booklet** of valuable Typewriter Information and Special Sale Bulletin.
Smith Typewriter Sales Co.
331-360 E. Grand Ave. Chicago, Ill.

TALKS ON TALKING

Is Your Tongue Tied

on occasions when you want to talk well? You can overcome this. Grenville Kleiser's helpful book—"*Talks on Talking*" will

Put Words Into Your Mouth—

phrases you can use effectively in every-day conversation as well as in formal and informal addresses. Mr. Kleiser is a celebrated speech specialist who has helped thousands of men increase their talking ability. He tells you about various types of talkers, how to speak in public, how to tell a story, dwells on the importance of talking in salesmanship and gives good advice about speaking that will be useful to *any one*. Study this little volume and you will be surprised at the improvement in your style of talking. 160 pages.

12mo. Cloth, $1, net; $1.08, post-paid.

FUNK & WAGNALLS COMPANY, Publishers
354-360 Fourth Avenue, New York

BY GRENVILLE KLEISER

The Victims of "Dope"

When Charles B. Towns went abroad he showed officials in foreign hospitals the treatment that he and noted physicians here used to restore alcohol and drug-crazed men and women in the delirium tremens and straight-jacket stages who were considered on the road to the madhouse. Mr. Towns has a record of thousands of cases of drug addiction and he gives details of them in his remarkable book—

Habits That Handicap

which seethes with startling disclosures about drug slaves. *He tells how to recognize an opium eater;* how one man pandered to 3000 opium fiends and one druggist sold 500 ounces of cocaine a month. The author also tells about his methods for treating addicts. 223 pages.

12mo. Cloth. $1.50, net: $1.62, post-paid.

FUNK & WAGNALLS COMPANY, Publishers, 354-360 Fourth Avenue, New York

> leadership of some interest such as the automotive industry, having greater resources, wider contacts, greater influence and aggressiveness than have thus far been available for the movement. Think of what could be accomplished if the brains of the automotive industries were applied seriously to the traffic-accident problem! Just as the United States Steel Corporation, by taking the lead in the industrial safety movement in 1908, put that movement on its feet not only in its own plants but throughout industry, so the automotive industry could to-day, by assuming leadership in the public safety movement, bring under control not only the motor-vehicle-accident problem but the entire traffic-accident problem.
>
> Let me not be misunderstood as suggesting that the automotive industry go into the business of conducting safety campaigns. The problem of accident-prevention is, after all, a community problem rather than a national one. No outside influence or organization can make any community a safe place in which to drive or walk. Each community must do that for itself. What is needed, however, is for some big group of interests like the automotive industry through a nation-wide educational campaign to propagate these three ideas:
>
> 1. Traffic accidents can be prevented.
> 2. They have been prevented in many cities.
> 3. The plans and materials used in those cities are now available for any community.

The automotive industry could reach the various national organizations, says Mr. Price, and through them influence to action every automobile club, every chamber of commerce, every civic organization, and every social agency which ought to assume the responsibilities of accident-prevention in their respective communities. Also, he says:

> The automotive industry could do much to enlist the cooperation of the steam railway interests, the electric railway interests, and the insurance interests, all of which are now losing millions of dollars yearly through traffic accidents. The automotive industry must do this if it wants at least a partial solution of the traffic-accident problem next year instead of ten years from now.
>
> City and State legislative bodies throughout the country are being forced to pass laws because the condition of alarm and aroused public opinion demand that something be done about the automobile-accident problem, and they do not know of anything else to do.
>
> At least five States already have laws requiring every motor-vehicle to come to a full stop at railroad crossings. In at least one State this law is being used by justices of the peace, deputy constables, and other petty officials to milk motorists of five- and ten-dollar fines for failure to stop. The legislators who enacted this law did not know that you can not compel a man to be careful; that you can only educate him or, through a gradual process, train him to be so.
>
> While it is true that recklessness on the part of the motor-vehicle driver is the cause of most crossing accidents, it is not necessary to come to a stop at every crossing to avoid accidents.
>
> The very strong tendency toward superficial or half-hearted safety campaigns, which not only fail to accomplish their

BEECH-NUT BRAND
BEECH-NUT
TRADE MARK
BEECH-NUT PACKING CO.
SLICED BACON

Beech-Nut
~the Bacon of the Epicure

"WHY?" perhaps you ask. First: because of the ideals back of the Beech-Nut Packing Company. Second: because of the skill that has come with years of steadfast attention to details. Third: because of the exacting standards used in judging the character of raw materials; for instance, but one bacon side out of seven fulfills the requirements for Beech-Nut Bacon.

Cured with salt of a definite crystal and sugar of a fixed type, flavored by days in the clouds of fragrant smoke lazily ascending from smouldering hickory and beechwood logs—these are the things that have brought about the recognition of Beech-Nut as the "Bacon of the Epicure".

It is thinly sliced and sealed in vacuum glass jars so that you may have it on your own breakfast table with all its appetizing flavor and aroma, just as it came from the smoke houses up there in the Mohawk Valley of New York state. Your grocer has it or can easily get it for you.

BEECH-NUT PACKING COMPANY
Canajoharie, N. Y.
"Foods and Confections of Finest Flavor"

Beech-Nut
Sliced Bacon

"You can't mistake the flavor"

Bacon
Peanut Butter
Macaroni · Spaghetti
Vermicelli
Macaroni Elbows
Macaroni Rings
Prepared Spaghetti
Pork and Beans
Catsup · Chili Sauce

Prepared Mustard
Jams and Jellies
Marmalades and Preserves

CONFECTIONS
Mints · Caramels
Fruit Drops
Chewing Gum

Dept. 2 D
BEECH-NUT
PACKING CO.,
Canajoharie, N.Y.

Please send, without expense to me, Mrs. Ida Bailey Allen's Beech-Nut Book of Menus, recipes and service information.

Name..............................
Street..............................
City and State..............................

Thackeray liked his pipe . and said so

—a great physical aid in conversation

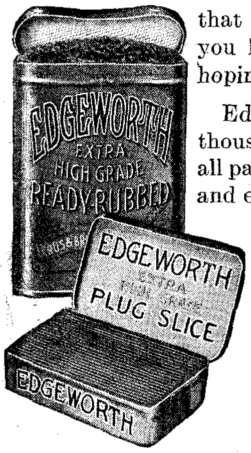
William Makepeace Thackeray must have felt more than friendly towards smoking, for he wrote:

"Honest men, with pipes or cigars in their mouths, have great physical advantages in conversation. . . . The pipe draws wisdom from the lips of the philosopher and shuts up the mouths of the foolish."

Often you see two men sitting comfortably smoking their pipes in silence. They have no need for talk. The quiet puffing at their pipes is sufficient bond between them. Or you will see other men sit for hours in friendly discussion with pipes going all the time. Here the pipe seems to draw them out.

And yet, for all its sociability, the pipe is a great solace to the man who finds himself all alone. As a real companion you have to travel far and wide to find anything to beat the pipe.

You have any number of brands to choose from. No matter how hard you are to please, you can surely find the tobacco that suits your smoking temperament.



If you haven't tried Edgeworth, there is a fairly good chance that it is the tobacco you have always been hoping to find.

Edgeworth has made thousands of friends in all parts of the country, and each year it makes more and more new friends.

If you will send your name and address, Larus & Brother Company will be glad to send you free samples both of Edgeworth Plug Slice and Ready-Rubbed.

A few pipefuls should suggest to you whether or not you care to go further along the Edgeworth trail.

For the free samples, address Larus & Brother Company, 5 South 21st Street, Richmond, Va. If you will also include the name and address of your regular tobacco dealer, your courtesy will be appreciated.

To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

MOTORING AND AVIATION
Continued

purpose but leave the community cynical and make it difficult later to start a really constructive safety campaign, comprises the fourth item to be considered. During the last year perhaps a hundred American cities have made abortive attempts at public-safety campaigns. In practically every one of these cases the failure of the campaign was due to just one thing—lack of information as to the means of organizing and directing a permanent safety campaign.

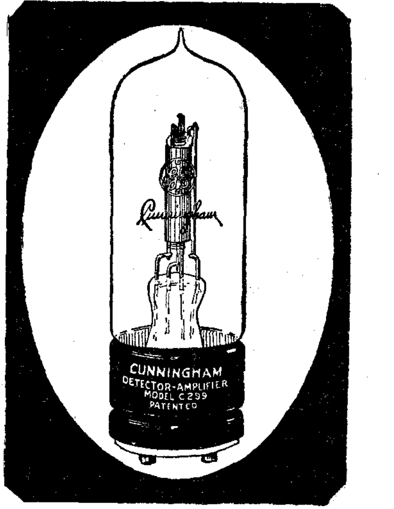
In some of these communities special stress has been laid on some minor cause of accidents which, because of lack of accurate analysis of the accident experience, was exaggerated out of all proportion to its true importance.

Some cities, for instance, have strest defective brakes, and yet a recent authoritative analysis of 2,000 motor-vehicle accidents revealed the fact that only 19, or less than 1 per cent., were caused by defective brakes. This same analysis revealed the fact that defective vision was responsible for only 3 accidents, or two-tenths of 1 per cent., and yet some cities are stressing this cause in their efforts to eradicate accidents.

The above facts point out the danger of city officials and public-spirited citizens being misled, through lack of information, into spending much time and honest effort in attacking certain minor causes of accidents and neglecting to organize an aggressive community-wide educational campaign which will help to eradicate carelessness and recklessness, the two great causes responsible for at least 75 per cent. of the motor-vehicle accidents.

Rates for the various forms of automobile-accident insurance are based directly on the frequency and severity of automobile accidents. As the number of accidents has increased from year to year, insurance rates have, of necessity, increased proportionately. In New York City, for instance, it costs the owner of a middle-priced car $150 or more a year for just a moderate amount of public liability insurance. In 1922 the motor-vehicle owners of this country spent $205,000,000 for automobile insurance, the bulk of which was, of course, accident insurance. The result is that hundreds of thousands of car-owners carry no insurance, and largely because of this they are less inclined to drive in rain, snow, at night, in very heavy traffic, or under circumstances where they can as easily walk. Many of my personal acquaintances are getting to the point of not using their machines except when they have to or when the weather is particularly inviting, largely because of the growing danger of accidents.

There is great danger of large numbers of people beginning to look on the automobile as more of a menace than a blessing. It is within the power of the automotive industry not only to anticipate such a point of view, but to help work out the solution of an important national problem. It is possible to encourage every city of 25,000 or more to get under way with its own resources and local talent a well-organized safety campaign which would cut down the number of automobile accidents as radically as industrial accidents have been reduced. The difference in public opinion brought about within a year would more than compensate the industry for its expenditures in this direction.



Cunningham

RADIO TUBES
TYPE C-299 $6.50
Detector and Amplifier
Makes Your Set Efficient with
Regular No. 6 Dry Batteries

Type C-299 is used as a Detector and Amplifier of both radio and audio-frequency currents. The filament is lighted from three standard No. 6 dry batteries connected in series. The filament consumes only .06 amp. insuring unusually long service from these batteries. Your set may be adapted to use these tubes.

Cunningham Radio Tubes

C-301A--5 Volts 1.4 amp Filament	$6.50
C-299--3 Volts .06 amp. Dry Battery Det. & Amp.	6.50
C-300--5 Volts Gas Content Detector	5.00
C-11--1.1 Volts .25 amp. Dry Battery Det. & Amp. Special Base	6.50
C-12--Similar to C 11 with standard base	6.50

Patent Notice: *Cunningham tubes are covered by patents dated* 11-7-05 1-15-07, 2-18-08, *and others issued and pending. Licensed for amateur, experimental and entertainment use in radio communication. Any other use will be an infringement.*

E. T. Cunningham Inc.

Home Office:
248 First Street
San Francisco, Cal.

154 West Lake St.
Chicago, Ill.

30 Church Street
New York City, N.Y

BOYOGRAPHIES

Robert Cochrane, of New Hampshire feels no timidness, about meeting business men and dealing with them. As one of our Junior Salesmen, he gets business experience in his after-school hours. He makes sales, writes brief business letters, and keeps simple accounts.

The Business Value of Self-Confidence

Successful business men have self-confidence and look for it in others. Anything that helps increase your boy's confidence in himself is of real and great value to him.

SELF-CONFIDENT BOYS

We are developing self-confidence in thousands of boys by giving them an opportunity to learn the game of business. Every day we receive letters from these boys telling us about the money they make and the fun they have building up routes of customers for The Literary Digest.

YOUR BOY'S SUCCESS

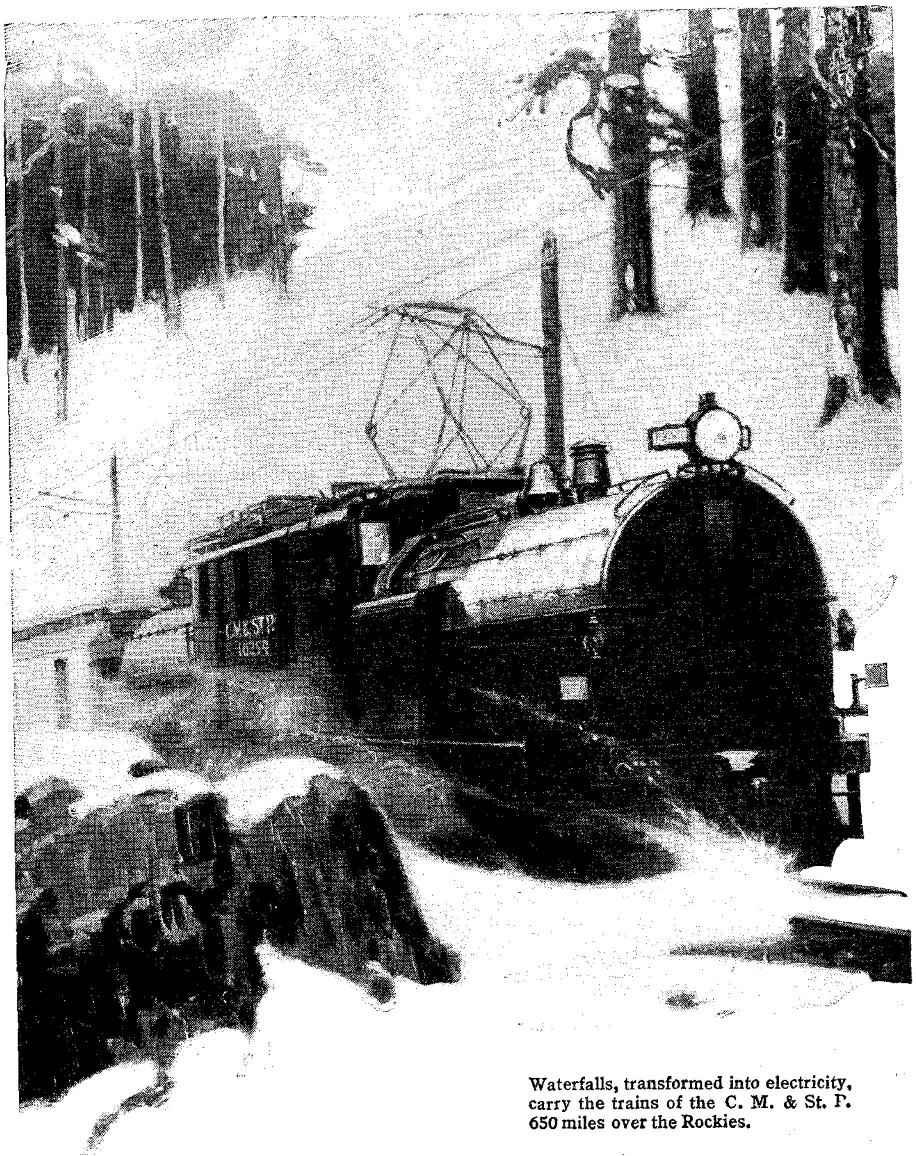
Practical business experience, obtained while he was still at school, would be a strong factor in the success of your boy. With your permission we shall be glad to tell him about our "Boys in Business" plan. Just send us a card containing his name and address—and yours—and we will forward to *you* full details.

The Literary Digest
C-7 Junior Sales Division
354 Fourth Avenue, New York, N. Y.

AN AIR-TRAVELER'S SENSATIONS IN A "CRASH"

A BIG French passenger airplane, on the way to London from Paris, fell, some time ago, in the south of England. One passenger was killed, and a number were wounded, in the crash. A Swedish passenger who was severely injured has written a description of his sensations, before, during, and after, the fall of the big bird, and his little article, first printed in the Swedish daily, *Goteborgs Handels och Sjofarts Tidning* is translated by *The Living Age* (Boston). He is in no danger of forgetting, says the writer, "the final big moments before our skybird crashed against the earth." Beginning with the conduct of the plane some time before the accident, he writes:

> At last we reached the Channel, absinthe-colored, and without a ship. For a brief time we saw only sky and water. Then the English chalk cliffs emerged and also black threatening clouds. The motor began to act cranky and we made the first emergency landing.
>
> We made use of the opportunity to stretch our legs and to smoke a cigaret. We picked the cotton out of our ears and began to talk. Then the two motors made a few snorts again and began to hum, and the propellers whirled.
>
> "Take your seats—the trip continues."
>
> But before long one motor stopt again and obstinately refused to work. The pilot decided immediately to make another emergency landing, but since he was unacquainted with the ground, which looked anything but inviting, he had the mechanician give the passengers in front a sign to move.
>
> How distinct this sign was, I do not know. But in any case the three American passengers, who, as was afterward learned, understood French only partially, retreated into the large passenger-hut in a visibly nervous state. The woman came first, rushing back toward the door on the right-hand side, which was also the side of the dead motor, and a moment later came the two men. All three stood there close together, which upset our balance. The machine tilted. What happened next can not be told in the same tempo as it happened.
>
> All the passengers were gathered in the large cabin, except a young Englishman in front. He refused to budge and was the only one killed.
>
> The airplane lost its balance and dropt like a stone. A film seemed to rush by at a terrific speed. The mechanician tried to get the three standing passengers into the pilot box. All those on the right-hand side rose, perhaps also the two gentlemen behind me on the left. Faces froze into a tense, fixt expression, and after that I knew nothing more.
>
> When I come to somebody is hammering on the wall behind me. I am still sitting in my wicker chair. It has lost only its legs. I try to make a few movements, like an awkward goose-fledgling, and feel that arms, back and body are whole. My legs have taken up the shock. Then help comes. I am carried out into the open air. Like the guillotine candidates in France, I am given a swig of rum and a cigaret, but I can not smoke, because I have a hole in my cheek and have bitten my tongue.
>
> At last the ambulances arrive and rush us off to Maidstone; and I become a number in a hospital.



Waterfalls, transformed into electricity, carry the trains of the C. M. & St. P. 650 miles over the Rockies.

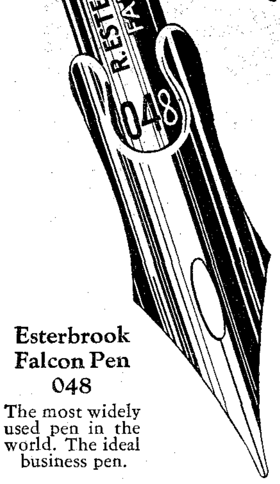
And you know what coal costs!

Fifty-one G-E electric locomotives are now doing the same work which 130 coal and oil-burning engines used to do on the 650-mile electrified sections of the Chicago, Milwaukee and St. Paul.

Engineers estimate that the complete electrification of our railroads would save over 100 million tons of coal a year.

Saving coal is important, but saving human energy is much more important. General Electric Company designs and produces the equipment by which electricity does *both*.

GENERAL ELECTRIC



WILL SHAKESPEARE, armed with a goose-quill, cannot be blamed for his remarkable signature. But nowadays, with an Esterbrook steel pen, there is no excuse for poor hand-writing.

Since 1858 Esterbrook pens have offered all the aid to good writing which a fine steel writing instrument can provide.

Every stranger who reads your signature judges your character by your writing. Clear, legible hand-writing is good policy in business, good form in society, good ethics toward your friends and family.

"100 Famous Signatures" FREE

Send 15 cents for the 12 most popular pens in the world, and an interesting booklet of 100 historical signatures will be sent you, free. *Address Dept. D.*

Esterbrook Pen Manufacturing Co., Camden, N. J.
Canadian Agents: The Brown Bros., Ltd., Toronto

Esterbrook Falcon Pen 048
The most widely used pen in the world. The ideal business pen.

Always a FRESH Esterbrook

Radio
EQUIPMENT
MONTGOMERY WARD & CO.
Chicago Kansas City St. Paul Portland Ore. Ft. Worth
This Radio Catalogue FREE

Save 1/3 on Guaranteed Radio Equipment

Write us a post card—Address Dept. 22-R
and we will send you free this 52 page catalogue of radio sets and parts. It also contains explanation of radio terms, map and list of broadcasting stations and much radio information, including an explanation of successful hook-ups and circuits.

You will be amazed at the low prices Ward's quote. A complete tube set having a range of 500 miles and more, including tube, head set, batteries, and antenna equipment, as low as $23.50.

This catalogue contains everything for the expert and amateur. Complete sets and every improved part for building sets, all the most up-to-date devices—at the lowest possible prices.

Headquarters for Radio
Montgomery Ward & Co. is headquarters for Radio, selling everything direct by mail without the usual "Radio-profits." Why pay higher prices? Ward quality is the best and the prices will often save you one-third. Everything sold under our Fifty Year Old Guarantee—Your Money Back if You Are Not Satisfied. Write today for your copy of this complete 52-page Radio Book.

Write to our house nearest you
Address Dept. 22-R
Chicago Kansas City St. Paul
Portland, Ore. Ft. Worth Oakland, Cal.

Established 1872
Montgomery Ward & Co.
The Oldest Mail Order House is Today the Most Progressive

SCIENCE AND INVENTION
Continued

GERMS THAT WE BREATHE

AN unusually clear account of the onset and course of diseases caused by breathing in germs that float in the air is given by Dr. Arthur I. Kendall, dean of Northwestern University Medical School, Chicago, in his recent work entitled "Civilization and the Microbe" (Boston, 1923). Chief of these diseases, he says, is the "white plague," tuberculosis. The germ that causes the infection is named the "tubercle bacillus." This microbe, leaving the lungs of a careless consumptive, is sent upward and outward with hundreds or even thousands of its fellows, and scattered in the air about. Droplets, very minute but large in comparison with the microbes, may remain suspended in the air for an indefinite period. Currents of air may waft these infected droplets for many feet or yards. In theaters, cars, and crowded schools the chances of inhaling them are very numerous. Dr. Kendall goes on:

> The question may very fairly be asked, How does one know that infected droplets of sputum may be carried for considerable distances through the air? Fortunately, a crucial experiment has been performed which exactly fulfils the essential conditions under discussion.
>
> A harmless microbe, known as *Bacillus prodigiosus*, was selected as the test germ. *Bacillus prodigiosus* grows readily upon many organic substances, and it is sometimes found in the air. In the early part of the nineteenth century, the city of Padua was greatly excited by the appearance of blood-red spots which appeared upon the bread exposed on the altar in one of the churches. This was called the "miracle of the Bleeding Host" by the peasants, but it was soon discovered that the red colorations were due to growths of *Bacillus prodigiosus*, which was identified by an analysis of the air.
>
> To return to the experiment: A small amount of *Bacillus prodigiosus* is introduced into the mouth of a demonstrator, who takes his stand at one end of a room previously prepared for the experiment by exposing at various levels and places dishes of sterile gelatin. If the room is shown by previous experiments to contain no microbes capable of growing as red-colored spots on the gelatin, it may be assumed that the appearance of red growths on the gelatin plates, after a period of hours, represents the microbes that have been actually transmitted through the air when the experimenter talks, coughs, or sneezes. The results of many trials have shown quite definitely that microbes are actually expelled from the mouth of an individual. Also, they may pass through the air and lodge in the nose or mouth of another individual.
>
> In the experiments with *Bacillus prodigiosus*, growths were obtained in the uttermost corners of the room, about forty feet distant, and, in one instance, the microbes actually were driven by a gentle current of wind from the experimenter's room through a hall and up a flight of several stairs!
>
> Quicker results may be obtained by a chemical method, if only the actual transmission of droplets is to be demonstrated.

Sheets are dipt in a weak solution of bicarbonate of soda and hung around the room at various points. The experimenter places a small amount of a colorless solution of an anilin dye, known as "phenolphthalein," in his mouth, and then talks or sneezes or coughs. The dye turns a bright red when it reaches the alkaline soda solution. Very soon after the start of the experiment, pink or red spots appear on the sheets, sooner and larger very near the speaker, smaller and later in the far corners. Inasmuch as phenolphthalein is never a constituent of the air, it is very clear that some of it must have traversed the air space between the speaker's mouth and the point of lodgment on the sheets. The evidence that droplets may pass from the mouth (or nose) to points some distance away seems very conclusive.

Tubercle bacilli, or the microbes of any infection that may be breathed or sucked in—whooping-cough, pneumonia, scarlet fever, measles, influenza, colds—may thus be coughed out from one patient and transmitted through droplets to other victims. The tubercle bacillus is fairly illustrative of the process, altho it is a chronic, long-drawn-out disease in contrast to "flu," whooping-cough, and other well-known acute respiratory infections. Dr. Kendall goes on:

To return, then, to the tubercle bacillus, which has been coughed or sneezed into the air from the depths of the lungs of a careless consumptive—the infected droplets either gain access directly to the nose or mouth of a near-by innocent bystander, or the bacilli may remain in the air for a period of time and then be drawn into the respiratory tract of the victim. In rooms, the microbes may remain on the floor, if they are not inhaled by a patient, and, later on, be raised with the floor dust by sweeping or other disturbance, and then gain access to a man.

A baby creeping over such an infected floor may be quite as readily invaded by tubercle bacilli as may guinea-pigs which have been deliberately exposed to floor dust with fatal results.

If the tubercle bacilli do gain access to a man through infected droplets or dust, they may pass through the series of barriers that are designed to keep microbes from the depths of the respiratory tract. These are: the moist, tortuous course of the nasal mucous membrane, the upward thrust of the hairlike processes of the lining cells of the deeper bronchi, and probably also the projectile-like effect of coughing which tends to remove irritant or foreign particles from the respiratory tract. Also, migratory cells and mucous cells protect the deeper parts of the respiratory tract by surrounding or engulfing foreign substances.

Let it be assumed that the tubercle bacilli have run the gantlet of this entire line of defense and have reached the minute, sac-like enlargements of the terminal bronchioles. The microbes then become attached to the wall of the alveoli and grow there. Gradually a more or less spherical mass of cells forms, layer after layer, becoming larger and always larger, in a vain attempt to hem in and restrain the growth of the invaders. This is called, very appropriately, a "tubercle." Sometimes the body succeeds in throwing enough of these cells and their products around the nidus of microbes to keep them in check, or even kill them. Sometimes the offensive of the body suffices merely to keep the

JERSEY
COPPER

The Dealer Knows

The dealer is in an unrivaled position to know the quality of the goods that he handles.

He must know his products in order to sell them and—what is more important—*to keep them sold.*

While "profits" are a necessary part of his business "Good Will" is its backbone and he knows it.

Remember that a dealer is a *buyer* as well as a *seller*. And that the goods he buys from the manufacturer or jobber he must scrutinize and weigh upon the basis of *your needs.*

In this connection the following extracts from a few of many letters written us by Jersey Dealers will interest you—

Priestley Hardware Co., Princeton, Ill.

"We want you to know that in our opinion Jersey Insect Screen Cloth is by far the best screen wire we have ever sold and we look forward to a large increase in the demand for it next year."

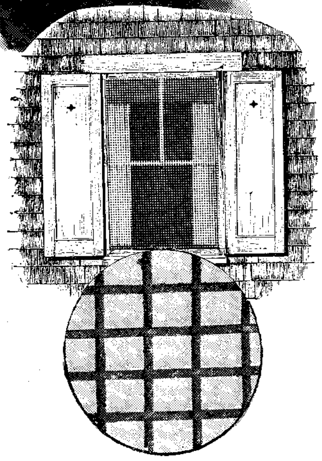
Daum & Helm Hardware Co., N. S. Pittsburgh, Pa.

"We have handled Jersey Copper Screen Cloth for the past seven years and have found it far superior to any other kind of window cloth and feel we are giving the trade good advice when we recommend the use of it for windows and doors."

Matlack, Kerm and Co., Philadelphia, Pa.

"The aim of our firm is to sell only 'quality merchandise and this is the reason that for several years we have sold only Jersey Copper Insect Screen Cloth. We believe it to be the best on the market."

Go to your hardware merchant—ask him about Jersey Copper Insect Screen Cloth. If he does not carry it write us and we will send you samples, an interesting booklet and tell you how you can get it.



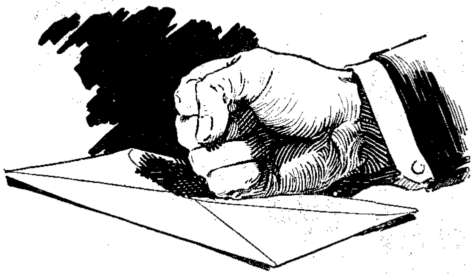
Copper Screen Cloth (enlarged 3¾ diameters) made by The New Jersey Wire Cloth Company which has been subjected to the action of salt air for more than twelve years.

THE NEW JERSEY WIRE CLOTH COMPANY
630 South Broad Street
Trenton New Jersey

JERSEY

Copper Screen Cloth
Made of Copper 99.8% Pure

At last! **Bond paper envelopes that really stick!**



NOW—*to-day*—for almost the first time in the history of paper, you can get bond envelopes that are guaranteed to stick!

Think what this means! A saving of time in your mailing department—no lost enclosures because the envelope happened to come open in the mail—better looking correspondence.

For now that you can get bond envelopes that are guaranteed to stick, you can also match your letterheads perfectly. No longer are you forced to the doubtful expedient of using one kind of paper for the sheets, and a different kind for the envelopes.

Make it a point to look into this envelope matter soon. It will save you a lot of dissatisfaction—it very probably will save you considerable money.

Write or telephone your regular printer, stationer or lithographer for prices and samples of Danish Bond paper and Danish Bond envelopes. (Made in white and ten colors.)

DANISH BOND

ONE OF THE LINE OF PAPERS WATER-MARKED DANISH

Made in the hills of Berkshire County by the

B. D. RISING PAPER CO.
Housatonic, Massachusetts

B. D. RISING PAPER CO. UNIFORMITY

SCIENCE AND INVENTION

Continued

microbes from growing. They remain alive and latent, but ready to start anew their campaign of conquest if the effectiveness of the barrier is overcome by excesses of various kinds, colds, intermittent infection, or other disabling agency.

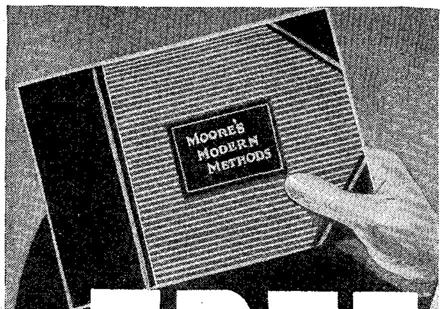
In this event, the onward march of the microbes is again in evidence, and the ever-widening and ever-weakening lines of defensive cells of the lungs thrown around the enemy in their midst become so drawn out that the older and more central cells lose contact with the blood. Nutrition stops, the cells die, and then a cavity has formed in the lung tissue. The area of softening increases in diameter, and a time comes when the edge of the area reaches a bronchus in communication with the outside world. The cheesy contents of the cavity empty into the channel communicating without, and the irritation of the semifluid substances incites coughing. The tuberculous sputum raised by the effort of coughing (which is repeated for days at a time) contains a multitude of tubercle bacilli free from the body and ready to be wafted to other hosts.

There is much evidence to show that fingers, eating utensils, and other agencies whose destination is, or may be, the mouth, may carry tubercle bacilli from consumptive to prospective victim.

Sometimes the tubercle bacilli, growing rapidly in the lungs, erode through a blood-vessel that may happen to be in the mass of the tubercle. The microbes then enter the blood-stream, and are carried to all parts of the body. Defenses are lacking at the new points of invasion, and a rapid development of tubercles occurs which soon overwhelms the patient. Acute miliary tuberculosis, as this process is sometimes called, does not resemble the ordinary clinical picture of tuberculosis; it strongly resembles the course of a case of typhoid fever. This form of tuberculosis is very fatal to the tubercle bacilli. The patient dies too soon, as a rule, for the microbe to establish a connection with the outside world. They succumb with their victim. None survive to reach other hosts. Miliary tuberculosis is not contagious.

Tubercle bacilli are sometimes carried from tuberculous cattle to man through their milk. The portal of entry to the tissues is through the alimentary canal in such cases, and the disease is not transmissible from man to man so far as available information indicates. This form of tuberculosis—bovine tuberculosis—is, therefore, not a matter of concern to the student of epidemics.

The general phenomena of infection of the respiratory tract by microbes that are "progressively pathogenic"—that is, that cause disease from man to man—are, on the whole, much like tuberculosis, except that the process is usually acute and runs its course in days, where the tubercle bacillus requires months or even years. The microbes infect some part of the respiratory tract, and reach and leave the patient through the bronchi, mouth, and nose. The spread of these diseases, as whooping-cough, "flu," poliomyelitis, and other well-known infections of the same general kind, is presumably for the most part droplet infection. The method of transmission is by coughing, by sneezing, or talking with force enough to expel droplets of infected sputum from the mouth or nose.



FREE

140-page Book full of life-size ruled forms, each one completely filled in. The answer to problem of accounting and record keeping for any business or professional man.

Send for this Book today
John C. Moore Corporation
(Established 1839)
2108 Stone St., Rochester, N. Y.

MOORE'S LOOSE LEAF SYSTEMS
In Use In More Than 300,000 Offices

PATENTS. Write for free Guide Books, List o Patent Buyers and **"RECORD OI INVENTION BLANK"** before disclosing inventions Send model or sketch of your invention for our *Free* opinion of its patentable nature. Highest References, Reasonable Terms.

VICTOR J. EVANS & CO.,
759 9th Washington, D. C.

LEARN SPANISH In a Few Days

It is by far the most important foreign language today for all Americans who are developing their South American trade. Whether you are a traveler, teacher, business man, or professional man—whoever you are, in fact—a knowledge of Spanish will be an immense advantage to you at this time. It will make things easier for you in a hundred ways and will put many dollars in your pocket. Remember that new avenues of trade are opening up every day with the Latin-American republics, and the man who can speak Spanish will be at a premium. **You can soon become fluent—a little spare time daily makes you so—The Rosenthal Common-Sense Method of Practical Linguistry** will teach you to speak, read, and write Spanish readily if you will devote *ten minutes* of your leisure time each day to this wonderful system which teaches you in the way a child learns to speak, by nature's method. Write NOW for free booklet, "Revolution in the Study and Teaching of Foreign Languages."

FUNK & WAGNALLS COMPANY, 717 Hess Bldg., New York

Did You Ever Fall in Love With Words?

Words have amazing powers. The world offers its treasures of money, power, and position to the skilful users of them. There are words for every occasion—words that thunder commands; words bristling with compelling force; words of zephyr-like delicacy; words of inspiration; words of romance; words to bend men's minds to your will; words to express every shade of meaning.

Through a justly famous easy method of spare-time study at home you may make words the playthings of your moods, the tools of your necessities. You can learn how to weave them into stories that sell; advertisements that convince, letters that win.

GET THE FREE 56-PAGE BOOK

"How to Become a Master of English" tells you all about the Kleiser Practical English Course which is endorsed by famous writers as Booth Tarkington, Irvin S. Cobb, Mary Roberts Rinehart. Ask for it on a postcard, or write your name in margin and return this advertisement, and the book will come to you by mail, free of charge. No agents will call.

Funk & Wagnalls Company, Dept. 715, New York

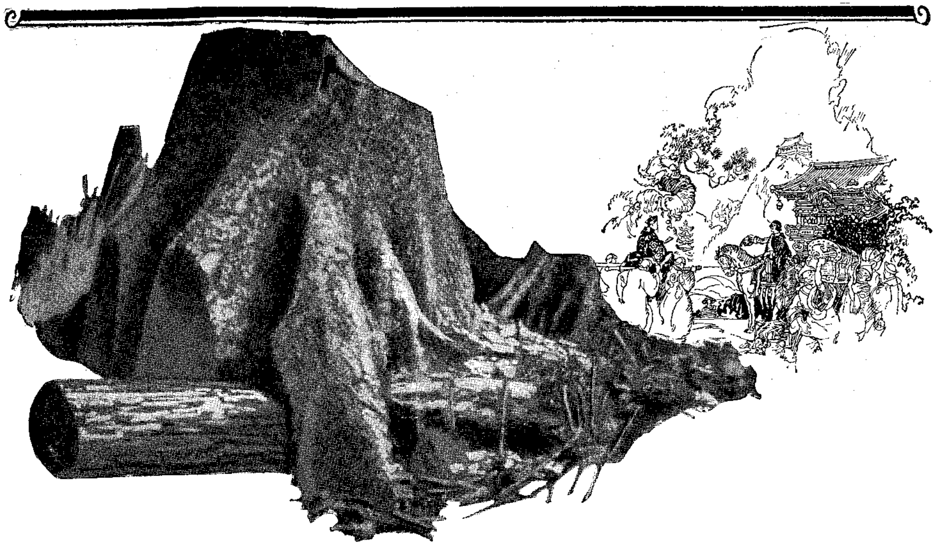
Tram-cars, theaters, and places of public gathering are admirable clearing-houses for the exchange of current microbes. Except in times of epidemics, however, the danger of general infection is slight—much less than that of the ordinary hazards of life.

The prevention of all the respiratory infectious diseases is quite simple—infected droplets must not be permitted to escape from the mouth or nose. Also infected linen, dishes, chewing-gum, or pencils must not be permitted to pass from patient to prospective victim without sterilization.

SHOULD COUSINS MARRY?

NOT as a rule, answers Paul Popenoe, writing on "The Marriage of Kin" in *The Scientific Monthly* (Lancaster, Pa.). Kinship in marriage merely magnifies the influence of inherited qualities. Ancestral traits are doubled; if these are good, the offspring of cousins may be unusually good; if they are bad, the results are abnormally objectionable. Healthy cousins, with no bad strains or traits, may therefore have unusually fine children. Still, the advantages of new blood in a family are so great that Mr. Popenoe would be sorry to see a general increase in the number of cousin-marriages. He writes:

> Every now and then two healthy, happy young people announce that they intend to marry. Because they happen to be cousins, there is an immediate uproar among the relatives of the lovers. Gray heads are shaken ominously; the curse of heaven is prophesied on the marriage. If the children resulting from it do not turn out to be feeble-minded deaf-mutes, it is predicted that they will at least be marked by other evidences of degeneracy and defect, which will leave their presumptuous parents' heads bowed in lifelong grief.
>
> In a good many cases, the aspiring lovers are frightened out of their intention. In more cases, they go ahead, with lovers' usual indifference to advice, and marry. Thus there are probably few of the older American families in which at least one cousin marriage can not be found.
>
> In due time babies put in their appearance. Usually nothing is wrong with them; all the relatives agree that they are type specimens of infantile perfection, and the evils of cousin marriage are forgotten until the next proposed match is announced, when the old wives begin their clamor again. The prevalent opinion is embodied in legislation, which in more than a third of the States makes marriage between first cousins illegal. Oklahoma extends the prohibition to second cousins.
>
> A study of the customs of other peoples, past and present, shows that among most of them consanguineous marriage of near degree has been forbidden or regarded as undesirable; and in many instances the fear of resulting defective progeny seems to underlie the prohibition. The tabu may be carried to such excess as in China, where the marriage of two persons with the same surname is forbidden.
>
> On the other hand, it is not difficult to find instances where consanguineous marriage is common, even in the closer degrees.
>
> Scientifically, the effects of inbreeding are now well understood. They represent merely the union of similar heredities; for instead of possessing wholly different inherited traits the two mates are, by virtue



Buried in moist ground since Marco Polo travelled Asia

DURING the 13th century, when Marco Polo crossed Asia and brought news of the island empire of Japan to mediaeval Europe, when Genghis Khan ruled the greatest empire in the world's history, a Redwood tree crashed to the ground in the forests of California.

In the centuries that followed, a spruce tree grew over the spot and its spreading roots straddled the buried forest giant. Recently this centuries-old spruce was cut down and excavation for a logging road uncovered a part of the buried Redwood. This Redwood, exposed to wood-destroying elements for over six centuries, was found sound and free from decay. It was sawn into serviceable lumber and is today serving some useful purpose.

Here is indisputable evidence of the rot-resisting quality of Redwood which makes it ideal for many uses, a few of which are pictured here. A *natural*, odorless preservative permeates Redwood during growth and protects it against all forms of fungus rot and against insect activity.

Properly seasoned, Redwood does not warp, swell or shrink. Containing no pitch or other inflammable substances, Redwood reduces the fire hazard wherever used.

Before you build send for our "Redwood Homes Booklet." For Architects, Engineers and Builders we have compiled an "Engineering Digest" and a "Construction Digest" illustrating and describing the many advantages and uses of Redwood. Write for them.

CHICAGO
3085 McCormick Bldg.
332 So. Michigan Ave.

NEW YORK CITY
920 Pershing Square Bldg.
1 Park Ave.

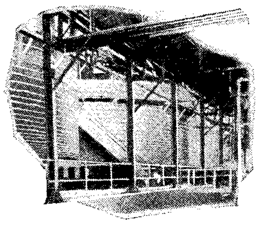
THE PACIFIC LUMBER CO. of Illinois

SAN FRANCISCO
Robert Dollar Bldg.
311 California St.

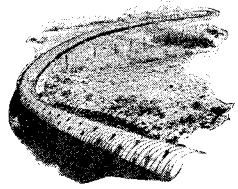
LOS ANGELES
Central Bldg
Sixth and Main Sts

THE PACIFIC LUMBER CO.

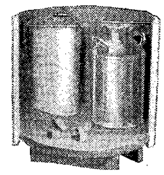
The Pacific Lumber Co.
Redwood
The Largest Manufacturers and Distributors of California Redwood



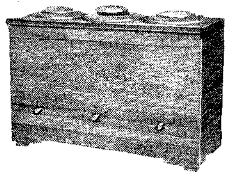
Ore leaching Redwood tanks.
Anaconda Copper Mining Co.



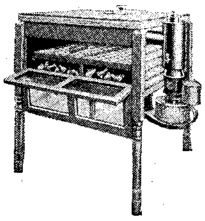
Redwood pipe line supplying water to San Diego. Cal.



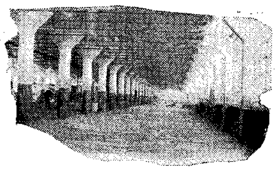
Cream cooling tank of California Redwood.



Ice cream cabinet of California Redwood.



Incubator constructed of California Redwood.



Rodd Floor of California Redwood Blocks.

Secret Service

This liquid, poured into your auto radiator, quickly *detects* and permanently *mends* leaks in your cooling system.

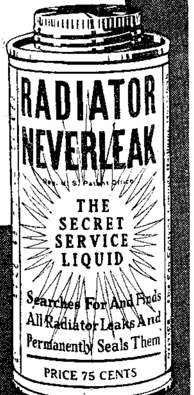
RADIATOR NEVERLEAK

Kept in the water, it will *insure* against leaks. A can or two a year will do. Compare this with the high cost of radiator repair and the time-waste of a lay-up.

Guaranteed never to clog or harm the water system in any way; to give entire satisfaction or your money back.

Write for "Secret Service", a free booklet. Alcohol in the water does not affect it.

Buffalo Specialty Co.
The Liquid Veneer People
398 Ellicott Street
Buffalo, N. Y.


RADIATOR
NEVERLEAK
THE SECRET SERVICE LIQUID
Searches For And Finds All Radiator Leaks And Permanently Seals Them
PRICE 75 CENTS

50¢ and 75¢

At Auto Supply & Hardware Stores

SCIENCE AND INVENTION
Continued

of their common ancestry, possessors to a greater degree than usual of the same inheritable units.

Thus, if the ancestry of the two is good, their children will be benefited by receiving a double dose, so to speak, of certain good traits of their ancestors. When the parents are carefully selected, as by a live-stock breeder, who culls out all the animals with bad qualities, there is no quicker way of building up a fine breed than by inbreeding. In the dynasties which have been chronicled above, the stock was in a way selected at the start—only select and superior individuals would have been capable of founding dynasties under the then existing conditions. By theory, good results would have been expected from the inbreeding of such selected stock, and in fact it appears that the results were, on the whole, excellent.

On the other hand, in a stock that carries defective heredity, the children are doubly handicapped. Moreover, it often happens that a hidden trait in the family ancestry is brought to light, when two related lines of descent are united in a single individual: thus a feeble-minded child may be born in a cousin mating, where feeble-mindedness was latent or recessive in the ancestry and had not previously made itself manifest. It is cases like this that have given consanguineous marriage its ill-repute, altho recessive traits may also appear most disconcertingly in the offspring of unrelated persons, if the same trait happens to occur in the ancestry of each.

Defective children born after a marriage of kin were naively explained by the supposition that there was something inherently wrong about the marriage of relatives, when in fact it was the ancestry that should have been blamed. In passing judgment on a proposed marriage, therefore, the vital question is not "Are they related by blood?" but "Are they carriers of desirable traits?"

In a stock that is defective to start with, consanguineous marriage brings the evil traits to light with surprizing rapidity. The archives of heredity are full of pedigrees, gathered for the most part in poor farms, jails and other custodial institutions, where almost every member of a family, for generation after generation, is tainted in some way. When it is found that numerous cousin marriages are represented in such a pedigree, it is altogether natural that these marriages should be looked on with suspicion.

Biologically, then, Mr. Popenoe goes on, the marriage of kin may be a good thing or a bad thing. It depends on the kind of germ plasm these kin have received from their progenitors. If the same congenital defect or undesirable trait does not appear in the three previous generations of two cousins, including collaterals, the individuals need not be discouraged from marrying if they want to. He continues:

But from a broader point of view, the strictly genetic considerations are not the only ones to be weighed in passing judgment on consanguineous marriage. Other considerations are sometimes not given the weight that they deserve.

Some of the opposition in modern

125 Proven Uses

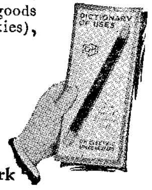
For your garage, factory, home, waiting room, crane cab, chicken house, sprinkler system valve house, warming or baking oven—and in a hundred other ways, both for air heating and in manufacturing processes, C-H Electric Space Heaters—"Two Feet of Electrical Heat" are in use.

These heaters are two feet long, flat like a ruler, made with a flat Nichrome heating resistor electrically and mechanically protected. They take up practically no room and are furnished with insulated eyelets—one on either end—for easy mounting.

They may be connected to lighting or power circuits, consuming no more current than an electric iron or toaster.

The trademark "C-H" and the name "Cutler-Hammer Electric Space Heater" are stamped on every heater. Sold wherever electrical goods are handled. $3.00 each (East of Rockies), less in quantities.

Booklet, "Dictionary of Uses," mailed on request



THE CUTLER-HAMMER
MFG. CO.
Industrial Heating Dept.
Works: Milwaukee and New York

C-H CUTLER-HAMMER SPACE HEATERS
"TWO FEET OF ELECTRICAL HEAT"

MAKES THE DEAF HEAR

Remarkable Invention Enables the Deaf to Hear All Sounds Clearly.

Everyone who is troubled with deafness in any form will be interested in the announcement of the Dictograph Products Corporation, Suite 1301 N, No. 220 West 42nd Street, New York, that they have at last perfected a device which will enable everyone whose auditory nerve is not entirely destroyed to hear as perfectly as one whose hearing is normal. To test it thoroughly they sent it to a number of people who had been deaf for years and they report most gratifying results. Many state that they hear the slightest sound with perfect ease and that their natural hearing has been greatly improved. The manufacturers are so proud of their achievement and so confident that every deaf person will be amazed and delighted with it, that they offer to send it to anyone by prepaid parcel post on ten days' free trial. They do not ship C. O. D., nor do they require any deposit, but send it entirely at their own risk and expense, allowing the user ten full days to try it and decide whether they want to keep it or not. As there is no obligation whatever, everyone who is troubled with deafness in any form should take advantage of this liberal free trial offer. Just send them your name and address for descriptive literature and free trial request blank.—Adv.

HISTORIC ENGLISH

By James C. Fernald, L.H.D.

This is more than a history of English speech or English language. It is a quick, sweeping, and fascinatingly interesting résumé of the history of the English people as seen in the development of their language. Those who love their Emerson, Holmes, and Henry James will find in *Historic English* a work that lacks none of the graces of these masters. Written by a man who combined an amazing versatility of mind with vivacity of intellect and an intuitive sense of harmonious association, *Historic English* is marked by a discrimination and elegance seldom if ever excelled. Dr. Fernald's flowing style, his infectious enthusiasm, his broad scholarship, and his selection of pregnant facts and incidents to illustrate his points—all combine to lay graphically, clearly, and interestingly before the reader the vital facts bearing on the development of our language. It is an invaluable book on the history of English, and will render an unequaled service to every reader.

12mo. Cloth. 293 pages
$1.90, postpaid $2.00

Funk & Wagnalls Company, 354 Fourth Avenue, N. Y.

civilized countries to consanguineous marriage is doubtless a survival of the establishment of prohibited degrees by the Roman Catholic Church during the Middle Ages. The extent of these prohibitions went far beyond the limits which any biologist would have set: a well-known survival, only lately abolished by Parliament in England, was the prohibition of marriage between a man and his deceased wife's sister.

Without stopping to inquire the real motive for the erection of these bans to marriage between blood relatives or sentimental connections, one may recognize the validity of the argument by which Roman Catholic theologians now justify them, namely, that the kind of love which leads to mating and the kind of love which binds the members of a family together are two different things which should not be mixed. Psychologically, this proposition will be indorsed by almost every one. In late years, particularly, has it been pointed out that too great attachment between members of the same family, originating in youth, imposes a heavy handicap on the personality, ever vainly seeking to free itself from the cramping influence of this emotional bond in order to take its place in the outside world.

Eugenically, on the other hand, it is desirable that the individual be trained to look outside his own family circle for a mate, because in this way new and, presumably, valuable family traits will be brought into the stock; and latent undesirable traits will be denied the expression that they might get if two persons, related and hence carrying the same trait, should marry.

Quite apart from the biological aspect, moreover, it is evident that normally a young couple are better situated if they have the counsel, influence and help of two different family circles to fall back on, than if they have only the one in which they were together brought up.

In isolated cases, in healthy stock, cousin marriages are not to be opposed—they may even be recommended. But, at best, a cousin marriage usually connotes a narrow horizon and lack of opportunity on the part of the mates to meet a wider circle of eligible young people; and one of the cares of parents should be to give their children as wide a circle of eligible acquaintances as possible, in order that sexual selection may have full play.

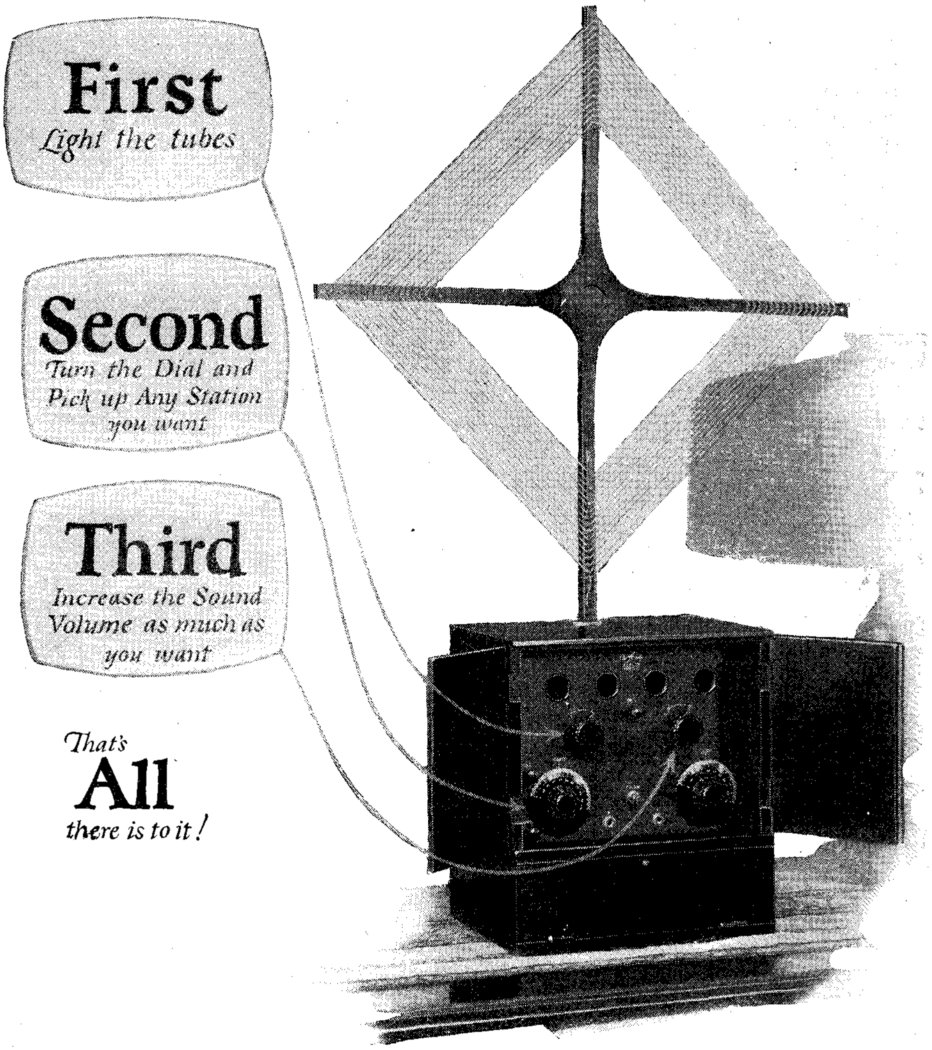
As to consanguineous marriage in general, then, and particularly the closer degrees of it which are criminal under the laws of modern civilized nations, the case seems to be fairly clear. The individual's interest agrees with that of the race in requiring, at least after the period of adolescence, that the individual's affections should be projected out of the home and family and not confined within them.

Fair Warning.

$6,000,000 REALTY
TAKEN FOR BRIDGE
Commission Condemns 210 Properties,
Including Church and Two Cemeteries
for Approaches
OCCUPANTS ARE NOTIFIED.
—*Headlines in the Philadelphia Bulletin.*

Sans Peur et Sans Reproche.—"I love living in the country," said a man who owes a lot of money in the Broadway district. "I love to walk along the country roads. You know you can't owe money to a cow."—*New York Evening World.*

See How Easy It Is
to Get the Radio Broadcast from all over the Continent
If You Have a
DE FOREST RADIOPHONE!


First
Light the tubes
Second
Turn the Dial and Pick up Any Station you want
Third
Increase the Sound Volume as much as you want
That's All there is to it!

NO OUTDOOR ANTENNA—The Loop as shown is all you need, though the De Forest Reflex *can* be used with outdoor aerial if desired.

NO OUTSIDE BATTERIES—All Dry Cells go inside the box, although the set *can* be used with storage batteries if desired.

NO GROUND—No outside wires or connections of any sort. The set gets cross-continent broadcast just as you see it with great clearness.

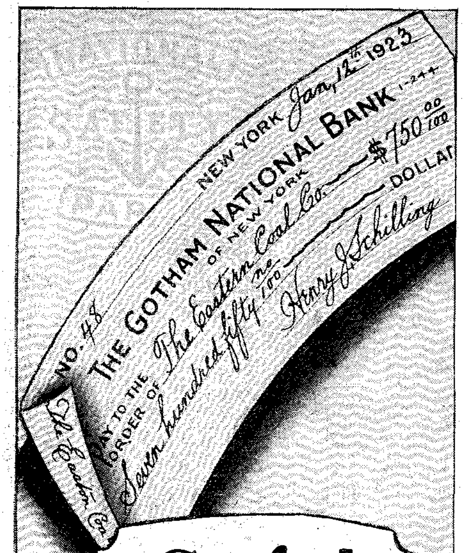
The world-famous De Forest Reflex Radiophone, Type D-10, is a 4-tube set with a range on indoor loop of 3,000 miles (record range 5,000 miles). It has a reputation for the clearest reception of broadcast in existence. Uses either head phones or loud speaker. The simplest long-distance set made; low in first cost; economical to operate. Price for set and loop, $150.00, plus 6% for territories west of the Rockies.

FREE RADIO CATALOGS Send us your name and address and we will send you the new De Forest Catalog with full details and prices on sets, audions, and parts.

De Forest Radio Tel. & Tel. Co.
Dept. L5, Jersey City, N. J.

De Forest
Radiophones

"Made by the Man Who Invented Broadcasting"


NEW YORK Jan 12th 1923
1-244
THE GOTHAM NATIONAL BANK OF NEW YORK
NO. 48
PAY TO THE ORDER OF The Eastern Coal Co.
$750 00/100
Seven hundred fifty no/100 DOLLARS
Henry J Schilling

Safe!

—the paper protects the check

The paper itself protects this check. Any erasure whatsoever—by chemicals, eraser, or knife—is instantly exposed by a conspicuous white spot or a stain.

This protection—Safety Paper—was invented by George La Monte in 1871.

Tested by more than 50 years of use, and adopted by thousands of banks and trust companies, National Safety Paper is today regarded as the standard form of check protection.

If your checks are on this paper, rest assured that no one can "raise" your check, alter the payee's name, date or endorsements—National Safety Paper protects *all* the writing on *both sides* of a check.

Look for the wavy lines in your checks. If you do not find them, ask your bank for checks on National Safety Paper.

Write for our book "The Protection of Checks"

National Safety Paper
George La Monte & Son
Founded 1871
61 Broadway, New York

National Safety Paper is also made in Canada by George La Monte & Son, Ltd., Toronto

INVESTMENTS AND FINANCE

GERMANY'S HIDDEN MILLIONS HERE

ONE job for those experts—including the three Americans, Messrs. Dawes, Young and Robinson—who are to help the Reparations Commission is "to consider means of estimating the amount of exported capital and bringing it back to Germany." In a Paris dispatch to the New York *Tribune*, Mr. Wilbur Forrest says that the subject is now being discust between representatives of the French and the German Governments, and that the Germans are willing to reveal the exact location of millions of dollars of German money hidden outside of Germany in return for French conciliation and cooperation in the economic restoration of Germany. Mr. Forrest hears that funds in the United States, Great Britain, Holland and Switzerland may be brought under the spotlight to a total of $3,700,000,000, of which about half is thought to be in New York. In a news article in the New York *Journal of Commerce* we read that unofficial estimates have put the total balances of German nationals in New York as high as $5,000,000,000. New York bankers who have made a special study of the problem are said to have put the figure somewhere around $200,000,000—in cash, acceptances, Treasury certificates and Liberty Bonds. It is pointed out that a nest-egg of this size could be used as the basis for from $1,000,000,000 to $2,000,000,000 worth of business.

It is no secret how these credits were established, say officers at some of the banking firms here mentioned. We read in the New York *Times:*

> Even after the World War there was left a nucleus of German credit; thereafter additional dollar balances were raised through the sale of securities held until then by German institutions, through the sale of paper marks, on a minor scale through the actual shipment of gold, and, more recently, through the sale of materials or finished goods by Germans.

German banks, we read, are encouraging their patrons to convert their assets into dollars for two reasons: "The first, that wealth held in the United States was safer than wealth held in any other country; the second, that the dollar value held a preeminence over all other exchanges." Three bankers who are informed on German affairs, when interviewed by a *Times* representative, said "that German Reichsbank holdings in the United States were now practically nil; the total of $200,000,000 in cash, or its equivalent, is practically of all industrial character." As a rule German transfers of credit have been made openly. The one exception noted by a New York banker "is the operations by the big industrialists such as Hugo Stinnes, who is as much of a puzzle even to those banks who know they handle some his accounts." It seems that:

> These accounts are so carefully covered that no one set of Americans could hazard a guess as to his holdings in the United States. Stinnes is believed to harbor a desire for secrecy in order to prevent possible confiscation; he is also believed to maintain the utmost secrecy in order to keep his international competitors from knowing what he is doing. Stinnes is said to have purchased stocks of companies operating in the United States. These blocks of stocks have been purchased by his own agents who, in turn, have kept their movements carefully covered. No estimate is available as to his total wealth here or abroad.

One banker explains, as we read in *The Times*, that there is no way of checking up German wealth in foreign countries. "Purchases by German nationals of stocks and bonds are not subject to a record" or to an income tax. Admitting the almost superhuman nature of the task of accurately gaging the amount of German money here, and accepting the bankers' figure of $200,000,000 as being a reasonably good guess, the Newark *News* raises the practical question, "what is the proper attitude to take toward whatever sum there is on German account in this country?" *The News* ventures an answer as follows:

> M. Poincaré might like to have these funds sequestrated for reparations account. The pro-German crowd, on the other hand, would wish to see it left absolutely alone.
>
> The intelligent American attitude would seem to be best directed along a middle course. We Americans have need to know what is here, how it got here, why, and what is proposed to do with it.
>
> What is here has been answered informally by the bankers, tho an official figure could better be obtained by an investigation directed by Washington.
>
> How it got here is relatively simple.
>
> Granted that a considerable amount of German capital is here, what is to be done with it? Sequestration is an idle idea. So, too, is letting it alone. This country is interested in keeping the German people alive and her industries going. Assets of her citizens here must be made to do their fair share of the work. Part of it is needed to finance industry through the purchase of such raw materials as cotton and copper, which is manufactured in Germany and sold in the world market.
>
> Another important part is needed in financing the purchase of essential foodstuffs during the next year. The proposal that our Government advance or guarantee a $70,000,000 fund for food must be considered in the light of the German wealth already here. It can not handle the work alone, without seriously crippling the industrial transactions. However, Americans may fairly expect that the foresighted Germans who have funds in this country show a degree of patriotism and an inclination toward self-help, rather than impose on the generosity of others.

Drury College Library
Springfield, Missouri

OFFICIAL IGNORANCE ABOUT RETAIL TRADE

AN "admission of weakness" is found by the Philadelphia *Retail Ledger* in this quotation from the recently issued first volume of the Department of Commerce's "Commerce Year Book":

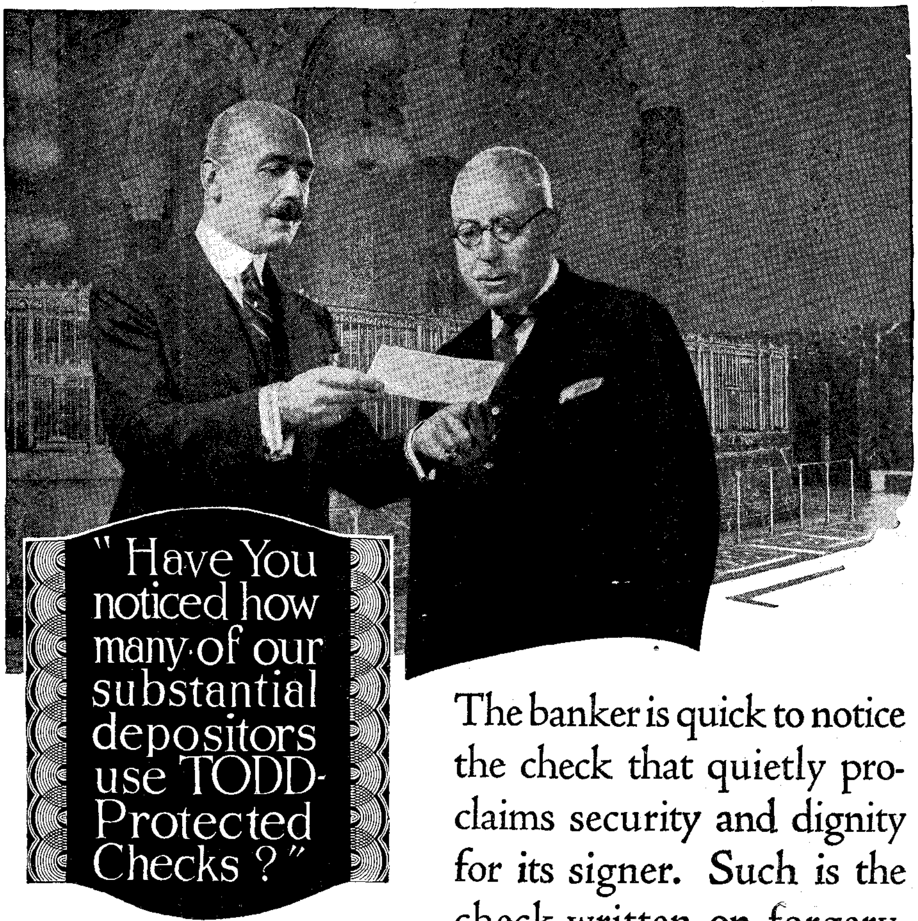
> There are no satisfactory statistics of retail trade in the United States. The available statistics relate only to special types of stores—department and chain—and do not cover the great multitude of smaller establishments.

Of the 700 pages in this volume, comments the editor of *The Retail Ledger*, only seven—precisely 1 per cent.—are devoted to a consideration of retail trade, while 94 pages are given over to the foreign trade of the United States, and 145 to the foreign trade of other countries. We read:

> The reason for the absence of "satisfactory statistics of retail trade in the United States" is solely because of the fact that the Government has never made any real attempt to gather these. They are available, and they can be secured without the expenditure of much time or money. But so long as funds continue to be appropriated for a census of hogs and chickens and for a score of other matters in which only a small proportion of the public is interested, while the greatest industry in the country is overlooked except for a microscopic dole for the recently formed Division of Domestic Commerce, just so long will retail business fail to receive the attention and the assistance it merits from the Government.

But just what would the critics like to have in the way of more retail-trade statistics? In his column in *The Retail Ledger*, Mr. P. F. Nowlan gives a brief answer to this question, and it should be noted that he thinks that the Department of Commerce might easily spare enough from the $21,000,000 recommended for next year to gather some very useful trade statistics:

> What's needed most is a barometer that would indicate in percentages the rise and fall of quantity volume, even more than of value volume, in the several main lines of retail trade, and with sufficient speed to be of real value to manufacturers and merchants. It's always an advantage to be able to take the patient's pulse before he's dead or recovered.
>
> It wouldn't be necessary to add up the totals of all the retailers in the country every month. Total figures would not be necessary at all to indicate with reasonable accuracy the percentage of increase or decrease in retail volume.
>
> Typical figures, gathered from a reasonably large number of stores in all sections of the country, supplied monthly, would serve.
>
> There's no reason why the kind of figures the Department gathers from department stores and chains could not be gathered from a balanced list of stores of other types.
>
> Literally thousands of merchants would be willing to mail to the department every month their percentages of increase or decrease in quantity and value of sales.
>
> The principal expense would be broadcasting the plan and selecting the list, a work in which trade-association secretaries should be glad to cooperate.
>
> For the rest it would require but a small statistical force with a few brains and several adding-machines.


"Have You noticed how many of our substantial depositors use TODD-Protected Checks?"

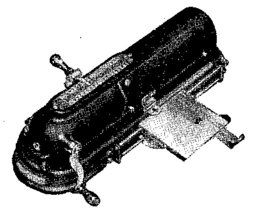
The banker is quick to notice the check that quietly proclaims security and dignity for its signer. Such is the check written on forgery-proof PROTOD-Greenbac with the

Protectograph

The "shredded" amount line of the Protectograph, together with the bank-note restrictions surrounding PROTOD-Greenbac checks, comprise the most complete system of check protection and forgery prevention known. It is used by leading institutions everywhere.

REDUCED PREMIUMS on forgery insurance. Standard forgery bonds up to $50,000 are written by the General Indemnity Corporation of America for Todd users as *preferred risks.* The discounts over the standard rate are from 35% upwards.

Send for specimen policy.



ROCHESTER, N.Y.
VOID
THREE HUNDRED FIFTEEN DOLLARS

The self-cancelling "VOIDS" flash out wherever a forger applies ink-eradicating acid on a PROTOD-Greenbac check.

Write on your letterhead for a packet of representative PROTOD-Greenbac samples or a specimen of the new forgery bond.

EXACTLY THREE HUNDRED DOLLARS SEVENTY CENTS

(Famous shredded imprint of the Protectograph)

Todd Protectograph Co., *Inc.*
1143 University Avenue, Rochester, N. Y.
(Established 1899)
25th Anniversary of world-wide use

Now I Earn $110.00 a Week.
I'm Prosperous and Happy

F. ANDREWS

Just a year and a half ago I was up against it—hard up for money all the time, in a constant struggle to make both ends meet. I was half sick from the constant worry. But that's a thing of the past.

One day, I read a little 7 line advertisement in the American. It read "Salesman wanted, to sell our big value all virgin wool suits and overcoats for $31.50—none higher. $50 to $100 a week or more earned by hundreds of men. No experience needed. Write for application blank and full information."

That very day I wrote for details and by return mail I received the most interesting letter I ever read. It seemed so sincere and honest, and proved every statement by pictures and stories of men who made good, and by photos of the immense Simpson tailor shops. It made the opportunity so vivid and real to me that I filled out my application blank at once.

In exactly 9 days I received my sales outfit and authority to take orders for Simpson's wonderful all wool suits at $31.50. I quickly mastered the simple yet complete and exact measuring system. The first day I made $12.00. In the next 6 days I made $84.00. Highly elated I continued the work with increased vim and have been at it ever since, earning more money, and happier than ever before in my life. My earnings are increasing; they now run about $110.00 a week. My customers are well pleased, for the values are wonderful and the fit and style and quality satisfy even the men who have been used to paying high prices. If you are not earning enough to live comfortably and without worry, I earnestly advise you to grasp the wonderful opportunity J. B. Simpson, Inc. can offer you.

F. ANDREWS.

We make and sell direct, through our own sales forces tailored to order suits and overcoats of fine virgin wool fabrics for $31.50,—none higher. Also 2 piece (coat and pants) all wool worsted summer suits for $21.50. The low prices are made possible by our economical selling methods, which cut out every unnecessary expense and put thoroughly satisfactory, dependable all wool clothes on the back of the wearer at closer to the bare cost of materials and workmanship than has ever before been possible.

If you are honest and ambitious, the same big money opportunity that brought prosperity and happiness to Trantum, Garden, Pack, Glick, Sprake, Urban, and hundreds of others is open to you. No experience is needed. We will teach you.

Mail coupon today for full information, or if you live in any of the following cities, please call in person.

CHICAGO	843 West Adams Street
NEW YORK	19 West 34th Street
DETROIT	1550 Broadway
MILWAUKEE	114 Grand Avenue
MINNEAPOLIS	1108 Nicollet Avenue

FREE INFORMATION COUPON

J. B. SIMPSON, INC., DEPT. 685,
843 W. ADAMS ST., CHICAGO, ILL.

I would be glad to have you tell me more about the wonderful opportunity you have for salesmen.

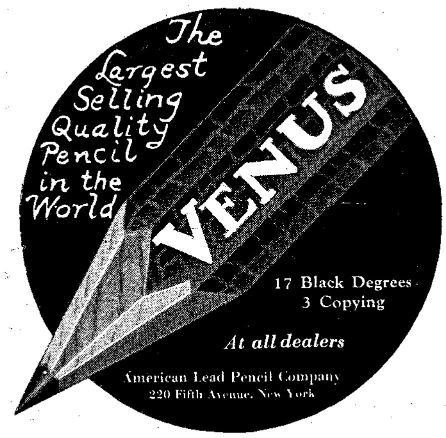
Name ....

Address ....

Post Office .... *State* ....

Territory Wanted ....

If you are not interestd in becoming a salesman, but would like to see samples of our fabrics, put cross in square and we will have a representative call. ☐


The Largest Selling Quality Pencil in the World
VENUS
17 Black Degrees
3 Copying
At all dealers
American Lead Pencil Company
220 Fifth Avenue, New York

CURRENT EVENTS

FOREIGN

December 24.—Order is reported restored in Puebla, after fighting between Federal troops and rebels, resulting in a total of 500 casualties.

Henry M. Robinson, lawyer and banker of Los Angeles, is selected as the third American to serve on the expert committees which, under the auspices of the Reparations Commission, are to investigate Germany's financial situation.

Countess Georgiana Markievicz, one of Ireland's leading woman republicans, who has been under arrest since November 20, 1923, is liberated by the Irish Free State Government.

Wireless communication between the great French dirigible *Dixmude*, which has been cruising over northern Africa, and French shore offices has ceased, it is announced, and grave fears are entertained concerning the safety of the airship and its crew of fifty men.

December 25.—Admiral Coundouriotis, Regent of Greece, gives to the American Near East Relief a model hospital in Athens, a portion of which was paid for by funds collected from Greeks in America.

Gen. José Dominquez, commanding 600 Federals, repulses an attack by rebels upon Santa Lucrecia.

December 26.—The French authorities give up all hope that the giant dirigible *Dixmude* is safe. The airship has been absent from its base at Toulon for eight days and has not been sighted or heard from for three days.

Sir Robert Kindersley, director of the Bank of England, is substituted for Montagu Norman, governor of that bank, on the expert committees appointed by the Reparations Commission to look into Germany's financial situation.

December 27.—An unsuccessful attempt is made by a Communist on the life of Prince Regent Hirohito of Japan, and the Cabinet, because of its failure to protect him, resigns.

Fifteen representatives of the larger towns in the Ruhr complain to the Allied representatives on the Rhineland High Commission of terrorism by Separatists.

Gen. Lazaro Cardenas and his entire staff and 300 cavalry have been taken prisoner by the revolutionary forces, according to a statement issued from revolutionary headquarters at Vera Cruz.

December 28.—The body of Lieutenant Duplessis de Grenandan, Commander of the French airship *Dixmude*, is found by fishermen six miles from land off the fishing village of Sciacca, Sicily. It is now believed that the airship is at the bottom of the Mediterranean.

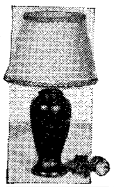
Eighty thousand Belgians whom the Germans deported during the war bring a collective damage suit against the German Government under an article of the Treaty of Versailles.

Gustave Eiffel, the engineer who built the famous Eiffel Tower in Paris and who is remembered for other great engineering feats, dies at his home in Paris, in his ninety-second year.

December 29.—The German Government announces that it will resume payment of the cost of the Allied occupation, provided means for payment really

"Say, Daddy, why don't you get hooks on your shoes like I have?"

Ask for shoes with shoe hooks—insist on having what you want!

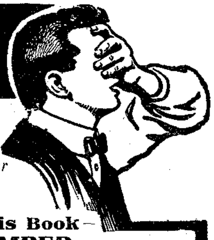


A LAMP OPPORTUNITY
Overstock Disposal Sale

While they last we offer this small good lamp at a price which represents the cost of Silken Shade alone Gracefully shaped, rich and refined. Appropriate for every purpose. Genuine Pottery Base in mirror black finish, including Silk Shade trimmed with gold metal braid. Six feet of cord and socket. Height 11 inches **Unconditionally Guaranteed** on money-refund basis Assure yourself of one or two by acting quickly; $3 95 each. (Orders filled only as long as stock lasts)

The Combination Studios
140 N. Dearborn St., Chicago, Ill.

Stop Forgetting



To Remember the Facts in a Book—To Recall a Good Lecture, Sermon, or Address—To Remember Anything You Want to Remember—

Read and Absorb This Book—
"HOW TO REMEMBER AND NEVER FORGET"

By Prof. Loisette. It contains the valuable instruction which was formerly sold to thousands of men and women for $25.00 under a signed contract not to impart it. It is not a new-fangled, untried system, but is founded on the laws of the mind and has been tested for nearly one-third of a century. An average of ten minutes three times a day devoted to this book will prove a marvelous benefit. Each day you can put into practise the principles laid down. All Bookstores, or sent post paid on receipt of $2.55 by the publishers.

FUNK & WAGNALLS COMPANY, - - NEW YORK

A $25 BOOK FOR ONLY $2.55

15,000 USEFUL PHRASES

By Grenville Kleiser

This valuable new book helps you to acquire ease and polish of expression. It is a treasury of usable phrases presented under a plan that yields practical results in improving your English. Expressions are suggested that will help you on all occasions, for instance,

When Dictating Letters; When Making Conversation at a Social Affair; When Being Introduced to a Group of People; When Preparing and Delivering a Speech; When Engaging in a Discussion or Argument; When Writing Any Composition, etc.

"It is indispensable for the worker in words; it imparts a dignity, power and grace of diction, and its practicality is undoubted."—*Journal*, Dayton.

$1.60 net; by mail $1.72. Bookstores or the Publishers

FUNK & WAGNALLS COMPANY, Book Dept., New York City

exists. The payment, it is said, will be for a restricted period.

M. Venizelos, former Premier of Greece, who has been invited to return by the present régime, sails from Marseilles for Greece.

December 30.—News is received from Constantinople of the sinking in the Black Sea on December 27 of the U. S. Shipping Board steamship *Conejos*. All hands are believed lost.

Announcement is made in London of the retirement, because of ill-health, of Sir Auckland Geddes as British Ambassador to the United States, and of the appointment of Sir Esme Howard, now British Ambassador to Spain, to the Washington post.

The naval subcommission to the League of Nations frames a tentative convention laying down the capital ship limitations for the principal Powers that did not sign the Washington disarmament agreement. The proposed agreement applies to Argentina, Brazil, Chile, Denmark, Greece, the Netherlands, Norway, Spain, and Sweden.

December 31.—In a New Year's message to America, Premier Poincaré expresses his pleasure that Americans are on their way to cooperate in a study of the problems confronting France, and says that, provided the terms of the Treaty are respected, they will find the French open to every reasonable suggestion.

The American Legation in Peking announces a raid by bandits on the Lutheran Mission at Tsaoyang, in Hupeh Province, and the kidnaping of Mrs. Julina Kilen, American missionary, and the wounding of Prof. Bernard Huff and Mrs. Huff. Government troops are pursuing the bandits.

January 1.—General Figueroa and General Estrada, in command of rebel troops, are reported advancing on Mexico City and menacing the railroad from Tampico to Laredo.

Viscount Kiego Kiyoura, President of the Privy Council, is summoned by Prince Regent Hirohito to form a Cabinet to succeed that of Premier Yamamato, which resigned following the attempt on the Prince Regent's life.

DOMESTIC

December 24.—By agreement between building trades workers and employers, members of the building-trade unions will have a wage during 1924 of $10.50 a day, it is announced by the Building Trades Council in New York. Helpers will get $8.50 a day.

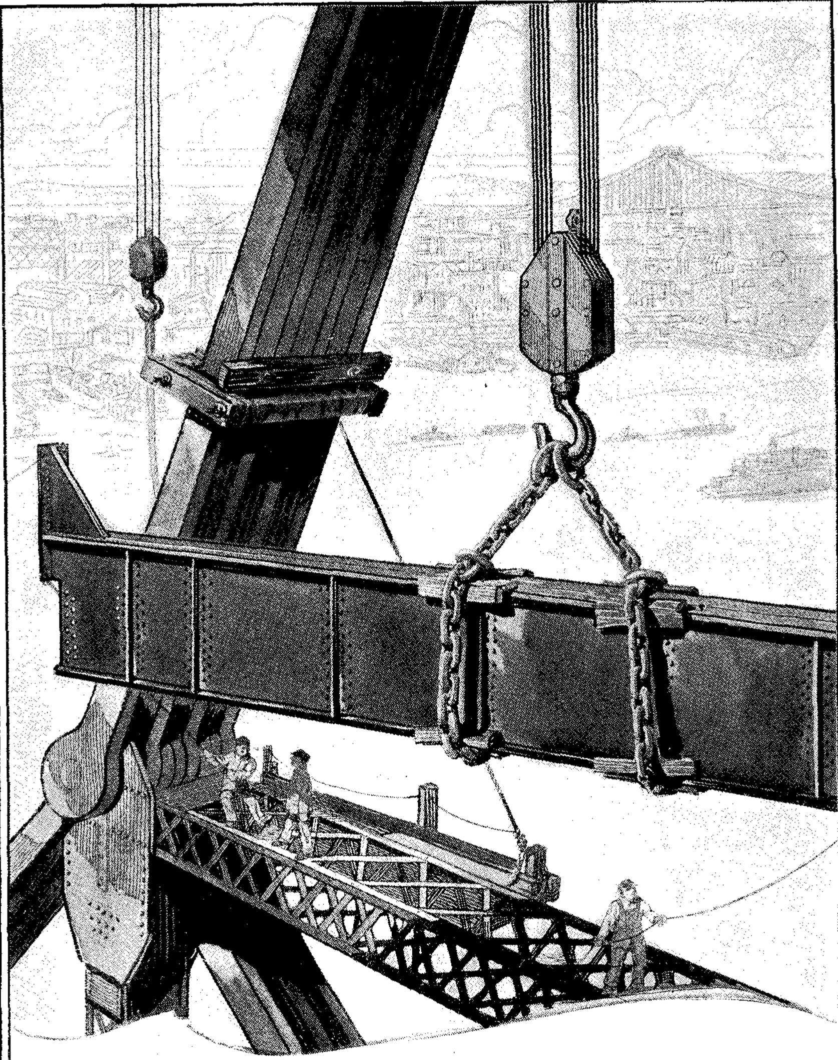
President Coolidge extends pardons and commutations to eleven Federal prisoners.

December 26.—Eighteen people, fourteen of them patients, are burned to death in a fire at the State Hospital for the Insane at Dunning, Illinois.

December 27.—Edward Young Clarke, who says he is one of the founders of the Ku Klux Klan, denounces the trend of the organization in a letter to President Coolidge, and offers to assist in forcing the lawless element out of the Klan.

In his annual report to Secretary Denby, Rear-Admiral William A. Moffett, Chief of the Bureau of Aeronautics of the Navy Department, says that the condition of the naval air reserve force is deplorable, and recommends a flying reserve of no less than 3,000 pilots.

The American Minister at Tegucigalpa, it is announced in Washington, has



Bridge Builders

Co-workers in the stupendous task of spanning water with steel, are the brawny men and still more brawny cables. Together they fabricate the massive structure and anchor its ends to either shore.

Yellow Strand Wire Rope has always been as great a bridge builder, as it has been a builder of canals and dams, factories and office buildings.

Wherever there is heavy work to do, there you will usually see the familiar strands of yellow that distinguish this powerful wire rope from all others.

Yellow Strand is the highest grade rope that this fifty-year-old company knows how to make. They also manufacture all the standard grades, for all purposes, each supreme in its class.

Motorists

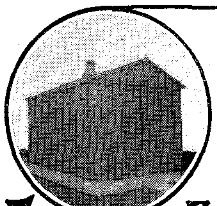
Carry a Basline Autowline in your car and safeguard your spare tire with Powersteel Autowlock. Both are made of Yellow Strand. Ask your accessory dealer.

BRODERICK & BASCOM ROPE COMPANY
805 North First Street, St. Louis, Mo.
Branches: New York and Seattle **Factories: St. Louis and Seattle**

Authorized Dealers in all Industrial Localities

Yellow Strand
WIRE ROPE

G308



From a Tool House to an Extensive Industrial Plant

STRUCTURES for every purpose are procurable in Maryland Metal Buildings.

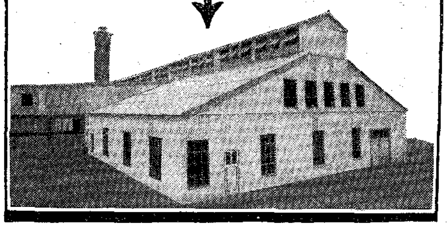
They are made of Lyonore Metal, positively the most enduring of rust-resisting metals.

Maryland Metal Buildings are constructed for permanency and have proved their unequaled durability, with the advantage of lower cost than either wood, brick or concrete.

Our engineers will be glad to submit estimates according to your own needs.

WRITE US TODAY!

MARYLAND METAL BUILDING COMPANY
BALTIMORE, MD



SNUFFLING HEAD COLDS cleared up quickly by applying in the nostrils antiseptic, healing Mentholatum

Write for free sample
Mentholatum Co., Buffalo, N.Y., Wichita, Kans.

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

$3 DOWN Brings you a Genuine UNDERWOOD TYPEWRITER

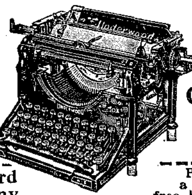
10 DAYS FREE TRIAL Your $3.00 unconditionally returned if at end of 10 days you are not satisfied with this late model UNDERWOOD typewriter rebuilt by the famous Shipman Ward process.

GREAT PRICE SAVING Direct to you from the largest typewriter factory in the world by our money saving methods.

EASY MONTHLY PAYMENTS So small that you will not notice it while you enjoy the use of this wonderful machine.

FREE BOOK OF FACTS Explaining Shipman Ward's wonderful system of rebuilding typewriters and also valuable information about the typewriter industry both instructive and entertaining.

Act Today! Mail Coupon



5 Year Guarantee

Shipman Ward
Mfg. Company
2551 Shipman Building
Montrose & Ravenswood
Aves., Chicago

Please send me a copy of your free book of facts, explaining bargain offer.

Name..
St. and No....................................
City.............................State...............

CURRENT EVENTS

Continued

been instructed to inform the President of Honduras that the United States regards with disfavor any attempt on the part of a government to perpetuate itself in power except by accepted constitutional processes.

December 28.—President Coolidge accepts the resignation of Edward P. Farley from the chairmanship of the United States Shipping Board. Mr. Farley's change in residence makes him ineligible to continue in the position.

The 261 cities of the country having a population of 30,000 or more are living beyond their means, according to statistics given out by the Census Bureau. The statistics show that the cost of government per capita in these cities amounts to $57.38 for the year, against revenues of $51.81, the total figures being $2,222,566,519, and $2,007,008,796, respectively.

December 29.—The American Government grants the application of the Obregon government of Mexico to buy war material for use against the revolutionists headed by Adolfo de la Huerta.

December 31.—During the last year the country made a remarkable recovery from severe industrial depression, says Secretary Mellon in a New Year's message to the country, and a continuance of prosperity is prophesied, "if the drag of an unsound basis of taxation is removed."

January 1.—Secretary Davis sends to the Senate and House Immigration committees a draft of a new immigration bill providing for selection of immigrants abroad, for extension of the quota restriction to all countries in the Western Hemisphere, and for various modifications of the present entry requirements.

Unsettled.—ANXIOUS OLD LADY (on river steamer)—"I say, my good man, is this boat going up or down?"

SURLY DECKHAND—"Well, she's a leaky old tub, ma'am, so I shouldn't wonder if she was going down. Then, again, her b'ilers ain't none too good, so she might go up."—*National Magazine of the Hardware Trade.*

Trouble in That Name.—"Mrs. Jones, why does Mr. Jones keep on calling you Amelia?"

"Because that is my name, child."

"But mummy says your name is Anathema to everybody who knows you."—*The Humorist* (London).

Stoic Insect.

You never hear the bee complain,
Nor hear it weep and wail·
But if it wish it can unfold
A very painful tail.

—*Lemon Punch.*

Don't Crowd!

RUMMAGE SALE OF
NURSES CONTINUED

—*Headlines in the Pasadena Star-News*

One Thing It's Good For.—Moonshine liquor never hurt anybody that confined its use to the radiator.—*Detroit Motor News.*

Don't neglect a Cold

Dangerous sickness often starts with a cold. Ward off your colds with Musterole before pneumonia starts.

Musterole is a clean, white ointment made with oil of mustard. It has all the healing properties of the old-fashioned mustard plaster but none of the unpleasant features.

Musterole is not messy to apply and does not blister.

At the first sneeze or sniffle take the little white jar of Musterole from the bathroom shelf and rub the ointment gently over the congested spot.

With a tingling warmth it penetrates the skin and goes right down to the seat of the trouble.

Rheumatism, tonsillitis, lumbago, coughs and colds are all symptoms that call for Musterole.

To Mothers: Musterole is now made in milder form for babies and small children. Ask for Children's Musterole.

35c and 65c jars and tubes; hospital size, $3.

The Musterole Co., Cleveland, Ohio

MUSTEROLE WILL NOT BLISTER REG. U.S. PAT. OFF.

BETTER THAN A MUSTARD PLASTER

GO INTO BUSINESS for Yourself Establish and operate a "New System Specialty Candy Factory" in your community. We furnish everything. Money-making opportunity unlimited. Either men or women. Big Candy Booklet Free. Write for it today. Don't put it off!
W. HILLYER RAGSDALE, Drawer 38. EAST ORANGE, N. J.

The House-Owner's Book
By A. L. Churchill and Leonard Wickenden
A practical, non-technical, money-saving volume telling all a prospective or actual home-owner would find valuable to know about construction, repair, upkeep, etc.
12mo. Cloth. 404 pages. Illustrated. $2.00 net; by mail, $2.12.
FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

Death-Facing Voyage

The thrills and important discoveries of Sir Ernest Shackleton's exploring expedition in 1921 to the Antarctic fastnesses are brilliantly described in that captivating new book—

INTO THE FROZEN SOUTH
By Scout Marr

Exciting life aboard ship from day to day. Tragic adventures with animals. Strange lands visited. Peculiar people—women with "husband-hunting faces." Encounters with icebergs and ice packs. Dog-padded for deck walking. Shackleton's death and burial. An intense "human-interest" narrative. 256 pages. 29 illustrations.
Crown 8vo. Cloth, $2, net; $2.12, post-paid
FUNK & WAGNALLS COMPANY, Publishers, 354-360 Fourth Ave., New York

A Book That'll Make Its Mark on Your Mind—

THE CONQUEST OF HAPPINESS

By Jules Payot, Litt.D., Ph.D., Rector Aix-Marseilles University, and author of "The Education of the Will" and "Will Power and Work."

Read this gripping new book, with its "nine conditions of happiness" that are open to you. Let its basic truths control your life. Read the book and the sun will seem to shine brighter thereafter. You will thrill with desire to do as the distinguished author suggests. You will find yourself already journeying joyously on toward your God-given heritage—the realization of enduring, personal happiness.

This really fascinating new book is an authorized translation from the French into brilliant, easily-understood English by Richard Duffy. It is a volume that will repay the reader, regardless of age, for its repeated perusal.

12mo. Cloth. 421 pages. $1.75, net; $1.87, post-paid.
FUNK & WAGNALLS COMPANY, Publishers, 354 Fourth Ave., New York

THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. V. B.," Salem, Ore.—"Can you give me some information concerning the word *feckless?* 'Foot-loose and feckless' applied to a young man?"

Feckless is in use in Great Britain, and has been in use particularly north of the Tweed in the sense of "weak, feeble, powerless, impotent" for many years. The meaning, "incapable, shiftless, awkward, and unhandy," current in Forfarshire, Perthshire, Fifeshire, Stirling, Northumberland, Cumberland, Durham, and Yorkshire, does not seem to date much earlier than seventy-five years ago. The word has yet a third meaning, "spiritless, weak-minded, feeble," recorded by Jamieson in his *Scottish Dictionary;* it was used by Barrie, —"He was a pragmatical *feckless* body"—in 1888. A fourth meaning of the word, "of little value, worthless, trifling, weak, insipid," appears to have been in use from the north of the Humber to Aberdeen. The Lexicographer has no record of the word used as the equivalent of "irresponsible." The nearest that he can approach to this meaning is "incapable, incompetent, shiftless, helpless, awkward, and unhandy"; as, "The lady he wed was a *feckless*, silly dame." "I'd rather marry a decent shepherd than a *feckless* farmer." "A *feckless* lad who could not take a responsible place in a four years' course of study."

"J. L.," Jonesboro, Ark.—The plural of *son-in-law* is *sons-in-law.*

"R. W. S.," Boston, Mass.—*Rotogravure* is pronounced *ro"to-gra'viur*—first *o* as in *go*, second *o* as in *obey*, *a* as in *art*, *iu* as *eu* in *feud.*

"R. L.," Forty Fort, Pa.—"Please send me the name of the American poet laureate."

America has no poet laureate. The poet laureate of England is Robert Bridges.

"I. G.," Knoxville, Tenn.—"I would appreciate it very much if you would tell me which is the correct thing for a sign—'Drive *slow*' or 'Drive *slowly*.' Please tell the reason."

Slow and *slowly* are both adverbs, so either may be used. The Lexicographer has seen "Drive *slow*" on signs where there was not room for *slowly*. Best usage, however, calls for "Drive *slowly*."

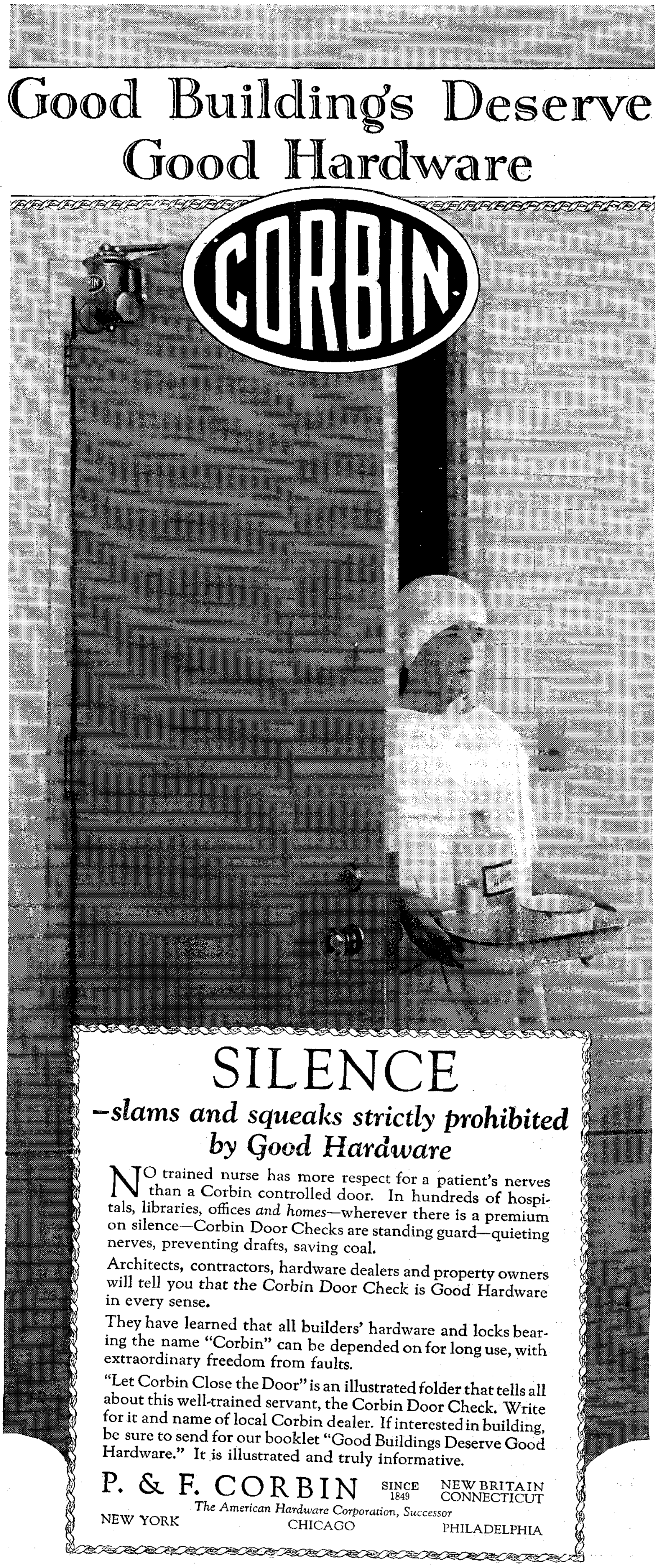
"H. B. H.," Cleveland, O.—*Demesne* is pronounced *di-men'*—*i* as in *habit*, *e* as in *prey*. In some modern poetry the word has been rimed with *seen*, as if pronounced *de-meen*. The word is related to *domain*, of which it is a differentiated spelling.

"N. M.," Montreal, Canada.—"The authorized version of the Bible, I Cor., chapter 13, verse 13, reads: 'Now abideth Faith, Hope, Charity, these three.' The verb *abideth* is singular and the subject *these three* is plural. Is there any exception or is this merely a grammatical error, but I do not know of any other instance of the same kind in the authorized version of the Bible?"

In the sentence submitted the words "Now abideth" are to be understood as repeated before each one of the nouns. Apart from this Fernald in his "Working Grammar of the English Language" gives this rule: "Two or more singular nominatives connected by *and* in a compound subject form a plural subject and take a verb in the plural"; but he follows this rule with several exceptions, among which is the following: "When the verb is placed before a subject and preceded by an introductory word like *there* or *such*, the verb agrees with the first of the following nominatives . . ."

In the Biblical quotation, "And now abideth faith, hope, charity; these three," the subjects are *faith, hope, charity*. *These three* is in apposition, but is not the subject. *And* is understood, but omitted between *hope* and *charity*. And according to Fernald's exception above quoted, the sentence is properly formed.

Goold Brown in "The Grammar of English Grammars," page 594, doubts the propriety of such a construction, but for emphasis such forms are justifiable.



Good Buildings Deserve Good Hardware

SILENCE

—slams and squeaks strictly prohibited by Good Hardware

No trained nurse has more respect for a patient's nerves than a Corbin controlled door. In hundreds of hospitals, libraries, offices *and homes*—wherever there is a premium on silence—Corbin Door Checks are standing guard—quieting nerves, preventing drafts, saving coal.

Architects, contractors, hardware dealers and property owners will tell you that the Corbin Door Check is Good Hardware in every sense.

They have learned that all builders' hardware and locks bearing the name "Corbin" can be depended on for long use, with extraordinary freedom from faults.

"Let Corbin Close the Door" is an illustrated folder that tells all about this well-trained servant, the Corbin Door Check. Write for it and name of local Corbin dealer. If interested in building, be sure to send for our booklet "Good Buildings Deserve Good Hardware." It is illustrated and truly informative.

P. & F. CORBIN SINCE 1849 NEW BRITAIN CONNECTICUT
The American Hardware Corporation, Successor
NEW YORK CHICAGO PHILADELPHIA

THE SPICE OF LIFE

More or Less.—Germany's trouble: an overissue of marks and an underissue of Bismarcks.—*Colorado Springs Gazette.*

Sounds Serious.—It was reported yesterday that Sheriff Williams, whose case was to come up following the Willard case, was ill at his home with influence. Whether the sheriff's illness is serious is not known.—*Ringston (N. C.) Morning News.*

Softening the Sound. — COED — "Your new overcoat is rather loud."

FROSH—"It's all right when I put on a muffler."—*Mt. Union Dynamo.*

Well Informed.—FIRST STUDENT—"Are you sure your folks know I'm coming home with you?"

SECOND STUDENT — "They ought to. I argued with them for a whole hour about it."—*Hamilton Royal Gaboon.*

Clever Deduction. — "Say, ain't you de feller vat I met in Philadelphia?"

"Philadelphia? I ain't never been dere."

"Vell, neider have I. I guess it must have been two odder fellers."—*Colgate Banter.*

Who Knows?—Andrew Carnegie on one occasion was asked which he considered the most important factor in industry—labor, capital, or brains. Carnegie quickly replied, "Which is the most important leg of a three-legged stool?"—*Judge.*

The Free-er the Braver.—"The rapidly increasing divorce rate," remarked the newcomer, "proves that America is fast becoming the land of the free."

"Yes," said his friend, "but the continuance of the marriage rates shows that it is still the home of the brave."—*West Virginia Wesleyan Pharos.*

His City of Refuge

The train came to a grinding stop at a small town in the South, and the head of a gentleman of color protruded from a window at the end of a car. Seated by his side could be seen a brown-skinned maiden.

"Does yo' knows a cullud pusson by de name o' Jim Brown what lives here?" he asked of a station lounger.

"Ain' nevah heered o' no Jim Brown hyah, an' Ah lived in dis town fo' ten yeahs."

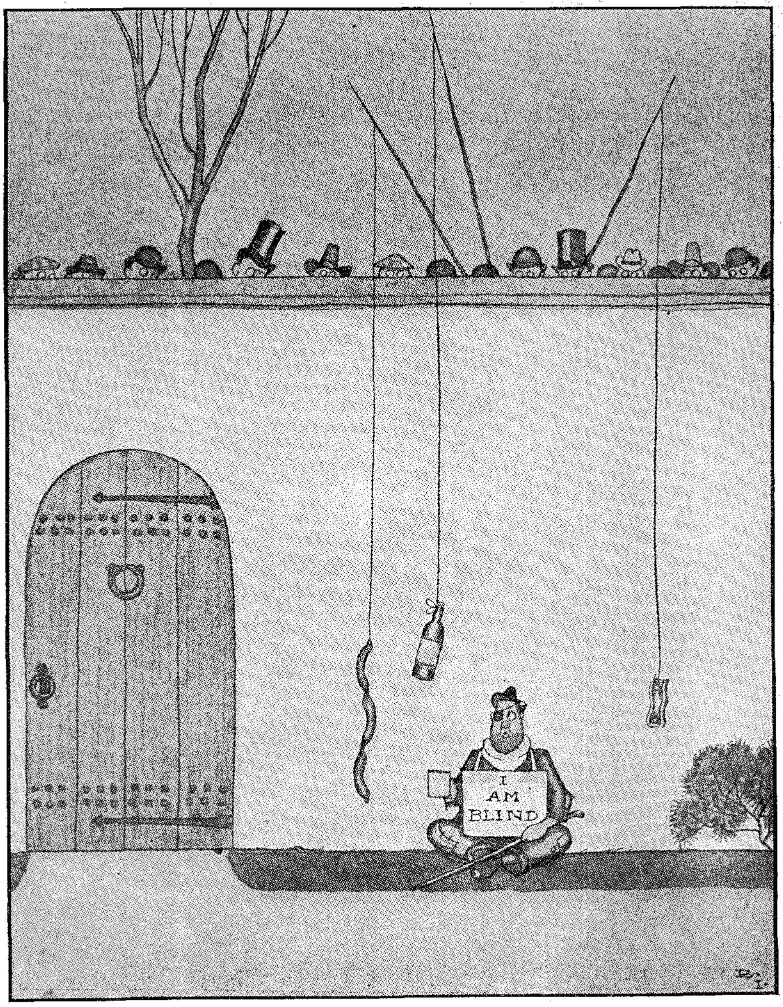
"Is yo' right suah dey ain't nevah been no Jim Brown aroun' hyah?"

"Posituteły."

"Den," announced the arrival, reaching for a suitcase, "dis is whah his new son-in-law gits off."—*The Continent.*

But How Keep Her in It?—WANTED—To rent private garage for woman. Call 584W.—*The Press Journal (Louisiana, Mo.).*

Tuning Up.—After the manufacturers have put a few more controls on the wheel and the dash and have added a few dinguses for the feet to manipulate, the only persons who will be able to drive a car will be pipe organists.—*Detroit Motor News.*



From "Life." Reproduced by permission

THE SKEPTICS' SOCIETY

They test the adage that "there is none so blind as they that won't see."

Lost, Strayed or Stolen!—The following individuals, ideas and institutions are listed as missing and unaccounted for:

The flapper . . . pogo sticks . . . "Every day in every way I am getting better and better" . . . Rabindranath Tagore . . . Eskimo pies . . . psychoanalysis . . . the younger generation in literature . . . non-stop dancing competitions . . . the banana shortage . . . Nicky Arnstein . . . the home-run record . . . Muscle Shoals . . . King Tut fashions . . . the Japanese invasion . . . De Valera . . . "The Sheik" . . . the Ford-for-President boom . . . the end of the world.

Any one possessing information concerning the whereabouts of these delinquents will kindly keep the knowledge to himself.—*Life.*

Good in Everything.—"But your mother is too old-fashioned, my dear. I'm afraid she'd be awfully shocked at our party."

"She expects to be; that's why she's dying to come."—*Life.*

Repairs in Grafton.—James Utt is still trying to patch up the fence around our cemetery, taking a plank off a place where it is not needed and nailing it in a place where it is needed more.—*Grafton (W. Va.) Sentinel.*

Getting the Effect. — BRIDE (to butcher)—"What sort of roast do you think would go well with a perfect darling of a blue-and-white dinner set?"—*Life.*

Too Animated.—STAGE HAND (to manager)—"Shall I lower the curtain, sir? One of the livin' statues has the hiccups!"—*The National Magazine of the Hardware Trade.*

Quite Fur.—"Oh, constable, I feel so funny."

"What's the matter, madam? Have you vertigo?"

"Oh, yes, constable, about two miles."—*Melbourne Punch.*

Mixed Numbers.—A colored school teacher is credited with the following: "The word 'pants' am an uncommon noun, because pants am singular at the top and plural at the bottom."—*Boston Transcript.*

Willing to Plunge — HER MOTHER—"John, I think Helen's voice should be cultivated, if it doesn't cost too much."

HER FATHER — "It can't cost too much if it will improve it any."—*Boston Transcript.*

Opportune.—"How did you get to know your second husband?"

"Oh, it was he who ran over my first in his motor."—*Journal Amusant.*

Suppose He'd Paid Up?—One day, not long since, a Baptist preacher of our State was out hunting. During the day a rainstorm came on. In order to keep dry he crawled into a hollow log. When the rain began to fall the log began to swell, until he could get neither way. He thought his end had come. He thought of all the wrongs he had done, and when he recalled that he had not sent a subscription to this paper this year he felt so small that he crawled right out of the log without difficulty. Does this story fit you?—*The Western Baptist (Winnipeg, Manitoba).*